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WESTERN AMERICANA

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is 1820 miles.

apan 6650 miles, to China 8050 miles

, 6916 , , , 8316 ,

, 6770 , , , 8170 ,

: 6808 , , , 8208 ,

, 6767 , , , 8168 ,

, 6861 , , , 8261 ,

, 6961 , , , 8361 ,

, 7161 , , , 8561 ,

added.

8 miles, to China 9598 miles,
And all the cities north of, would
must be added. And from the in
ould be more distant from Memphis

The Galveston Route.

From Galveston in Texas via "the Paso" and Gila river
to San Diego 1562

From New Orleans to Galveston 540 2102

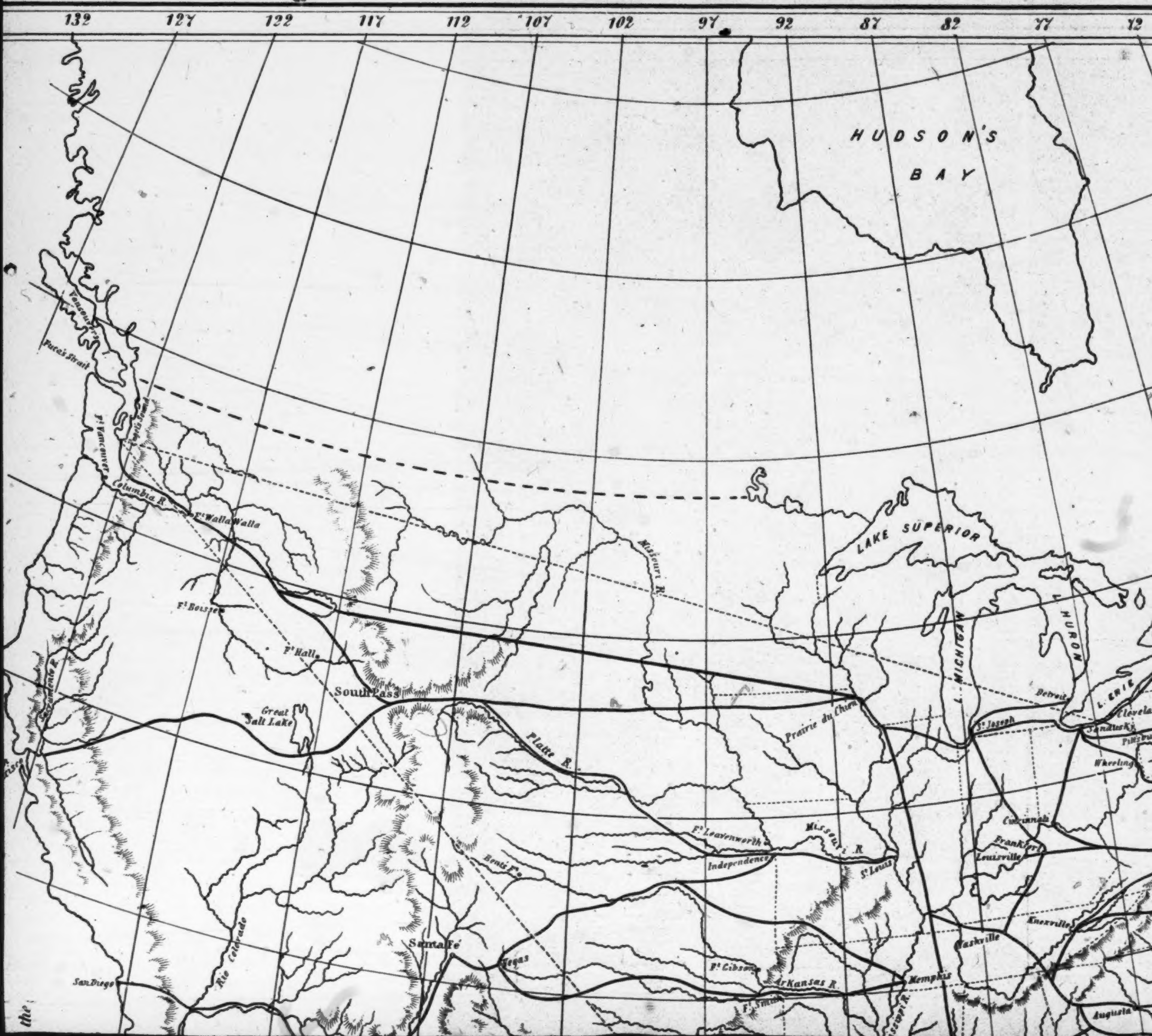
To Japan 7302 miles, to China 8702 miles:
to which must be added the distance from each interior & Atlantic City or Place to Galveston.

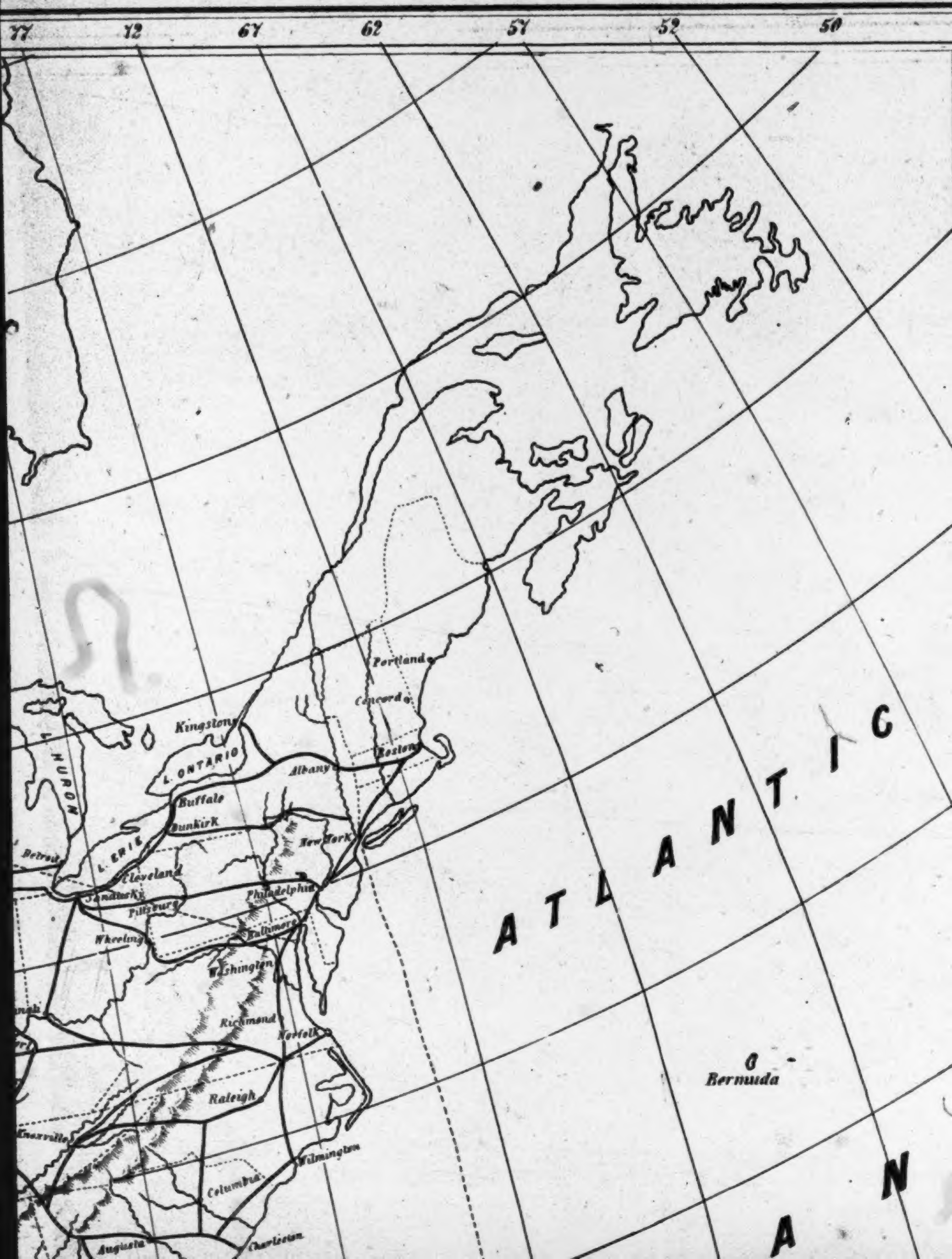
St Louis Route.

From Baltimore and Philadelphia via St Louis to the South Pass would be 300 miles greater distance than via the Northern route and from all Cities north of Philadelphia, the difference would be still greater.

30
35
40
45
50
57
San Francisco
Sacramento R.

Nº 2


132
127
122
117
112
107
102
97
92
87
82
77
72
HUDSON'S BAY
Vancouver I.
Fuca's Strait
Ft Vancouver
Puget Sound
Columbia R.
Ft Walla Walla
Ft Boissee
Ft Hall
South Pass
Great Salt Lake
Sacramento R.
Missouri R.
LAKE SUPERIOR
L. MICHIGAN
L. HURON
L. ERIE
Detroit
Clevela
Sandusky
Prairie du Chien
St Joseph
Wheeling
Platte R.
Cincinnati
Frankfort
Louisville
Ft Leavenworth
Independence
Missouri R.
St Louis
Bent's Ft
Santa Fe
Texas
Ft Gibson
Arkansas R.
Ft Smith
Memphis
Nashville
Knoxville
Augusta
San Diego
Rio Colorado
the


77
72
67
62
57
52
50
Portland
Concord
Kingston
L. ONTARIO
Albany
Boston
L. HURON
Buffalo
Dunkirk
New York
Detroit
L. ERIE
Cleveland
Sandusky
Philadelphia
Pittsburg
Wheeling
Baltimore
Washington
Richmond
Norfolk
Raleigh
Knoxville
Wilmington
Columbia
Augusta
Charleston
Bermuda
ATLANTIC
A N

Northern Route.

From the point where it is proposed to Bridge the Mississippi to the Pacific

From New Orleans by rail road route to that point	830	*miles, to the Pacific*	2650	*miles, to Jap*	
„ *Charleston*	1096		2916		
„ *Richmond*	950		2770		
„ *Washington*	988		2808		
„ *Baltimore*	948		2768		
„ *Philadelphia*	1041		2861		
„ *New York*	1141		2961		
„ *Boston*	1341		3161		

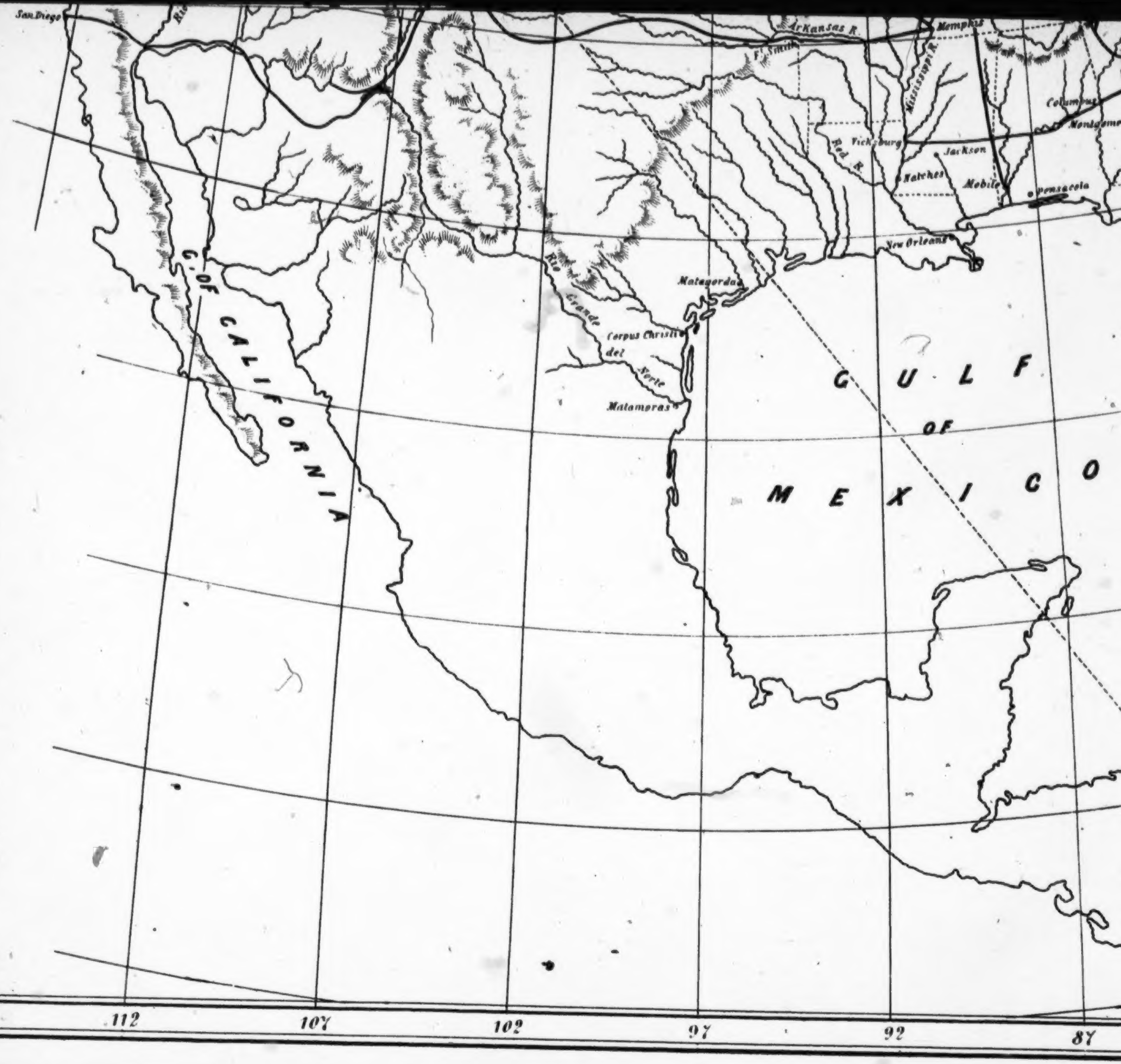
To estimate from England about 3000 miles must be a

Southern Route.

From Charleston via Memphis and the Gila river to San Diego 2998 miles, to Japan 8098

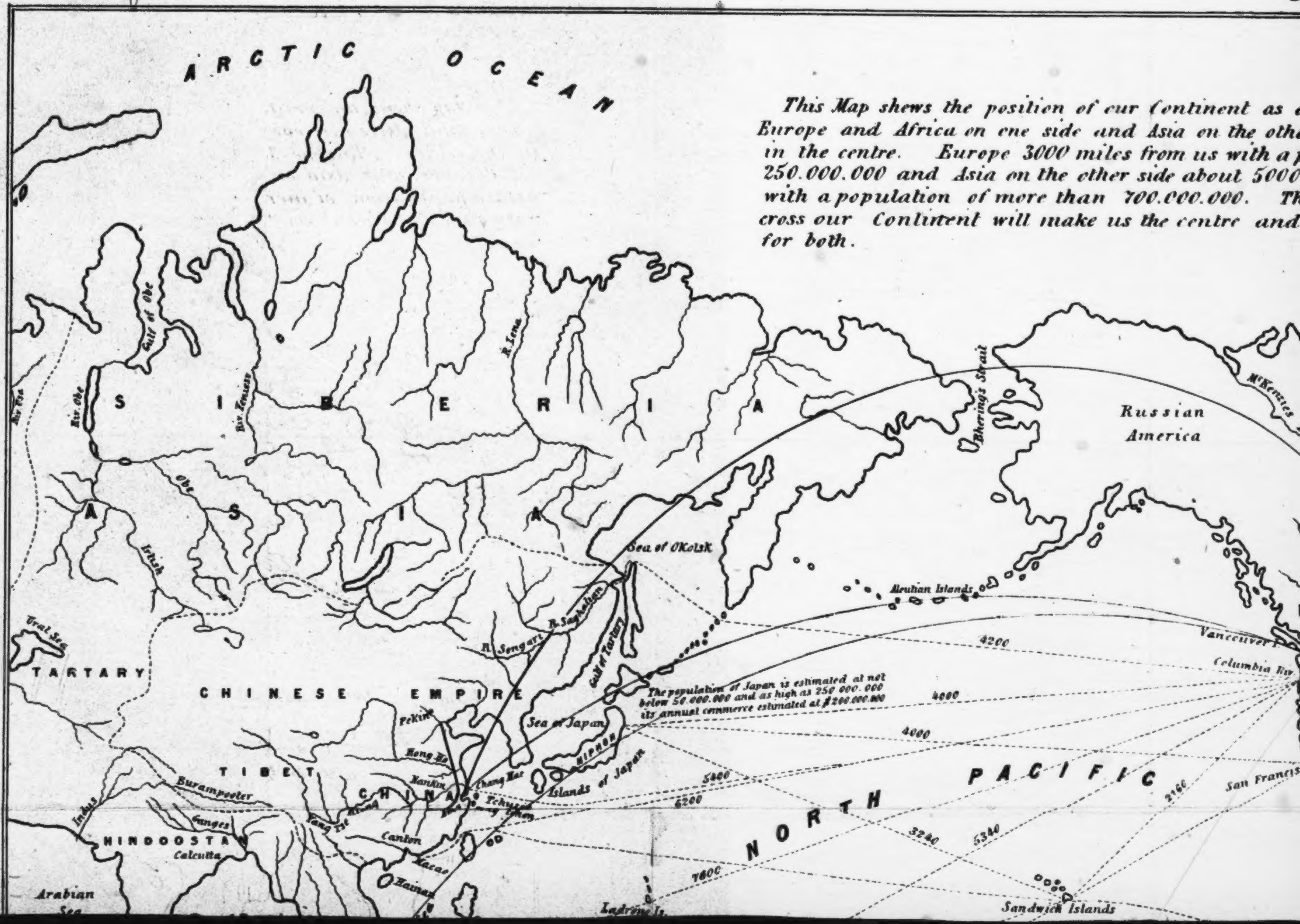
„ *Norfolk* . . . . 228 „ *to be added A*

be compelled to go first, to Norfolk or Charleston and their distance to one of those places n
terior Cities, Cincinnati, Pittsburgh, Cleveland, Buffalo, Detroit, Chicago and St Louis, wo
than from the crossing of the Mississippi on the Northern Route.


San Diego
Arkansas R.
Memphis
Ft Smith
Mississippi R.
Columbus
Montgomery
Vicksburg
Red R.
Jackson
Natches
Mobile
Pensacola
New Orleans
Matagorda
Rio Grande del Norte
Corpus Christi
Matamoras
G. OF CALIFORNIA
GULF OF MEXICO
112
107
102
97
92
87

N.B. This Map shews very nearly the sphere of the Globe, and the line from Baltimore and the line from Panama to Puget Sound, would be the air line route.

Augusta
Charleston
Savannah
mbus
Montgomery
cola
O C E A
O
Panama
87
77
72
Miller's



This Map shews the position of our Continent as
Europe and Africa on one side and Asia on the othe
in the centre. Europe 3000 miles from us with a
250.000.000 and Asia on the other side about 5000
with a population of more than 700.000.000. Th
cross our Continent will make us the centre and
for both.

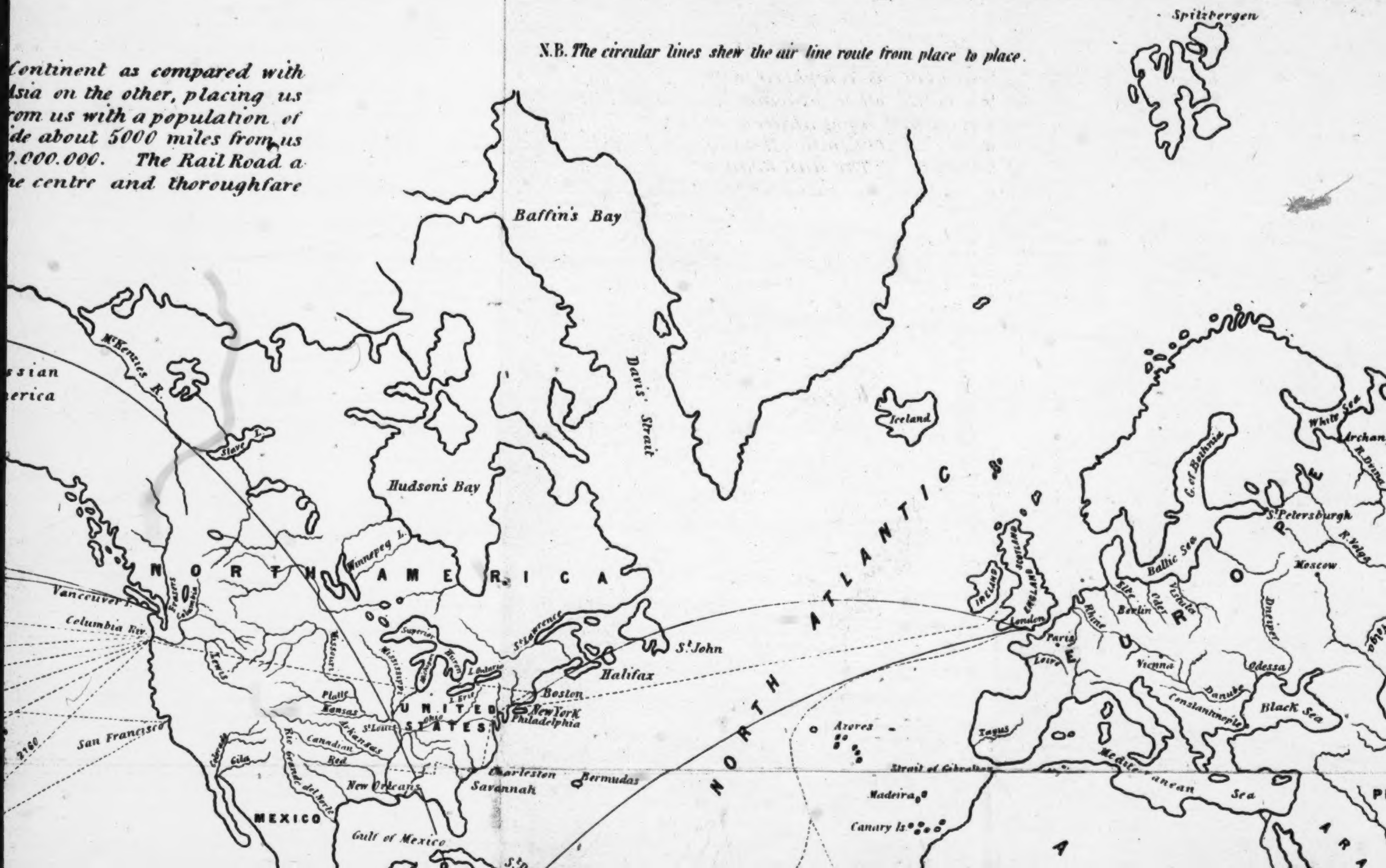
The population of Japan is estimated at not below 50.000.000 and as high as 250 000.000 its annual commerce estimated at $200.000.000

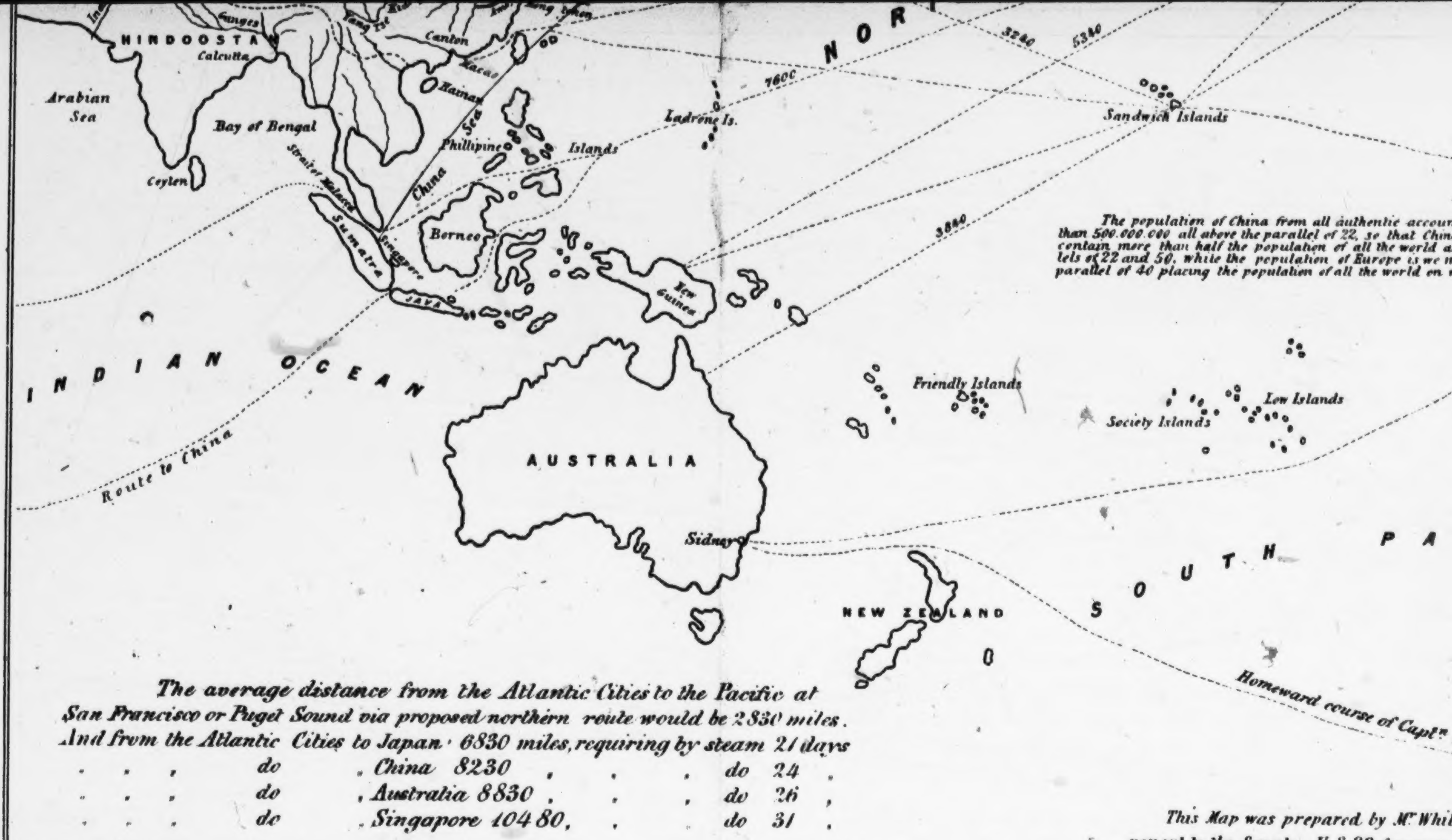
N
ARCTIC OCEAN
SIBERIA
ASIA
Riv. Obe
Riv. Obe
Gulf of Obe
Riv. Yenisei
R. Lena
Obe
Irtish
Aral Sea
TARTARY
CHINESE EMPIRE
Sea of OKotsK
R. Saghalien
R. Songari
Gulf of Tartary
Pekin
Hong Ho
Nankin
Chang Hai
TIBET
CHINA
Burampooter
Ganges
Indus
HINDOOSTAN
Calcutta
Arabian Sea
Yang Tse Kiang
Canton
Macao
Hainan
Tchusan
Amoy
Sea of Japan
NIPHON
Islands of Japan
Ladrone Is.
Aleutian Islands
Bhering's Strait
Russian America
McKenzies
Vancouver
Columbia Riv.
San Francis
Sandwich Islands
NORTH PACIFIC
4200
4000
4000
5400
6200
7600
3240
5340
2160

Nº 1

Continent as compared with
Asia on the other, placing us
rom us with a population of
ide about 5000 miles from us
0.000.000. The Rail Road a
he centre and thoroughfare

N.B. *The circular lines shew the air line route from place to place.*


Spitzbergen
Baffin's Bay
Davis Strait
Iceland
Hudson's Bay
Mc Kenzies R.
Slave L.
ssian
erica
NORTH AMERICA
Winnepeg L.
Vancouver I.
Frasers
Columbia
Columbia Riv.
Lewis
Missouri
Mississippi
Superior
Michigan
Huron
L. Ontario
L. Erie
St Lawrence
St John
Halifax
Boston
New York
Philadelphia
UNITED STATES
Platte
Kansas
Arkansas
St Louis
Ohio
Canadian
Red
Rio Grande del Norte
Colorado
Gila
San Francisco
2160
MEXICO
New Orleans
Charleston
Savannah
Bermudas
Gulf of Mexico
St D
NORTH ATLANTIC
Azores
Madeira
Canary Is.
Strait of Gibraltar
A
IRELAND
SCOTLAND
ENGLAND
London
Paris
Loire
Tagus
Rhine
Elbe
Oder
Vistula
Berlin
Baltic Sea
G. of Bothnia
St Petersburgh
White Sea
Archan
R. Dwina
R. Volga
Moscow
Dnieper
Volga
Vienna
Danube
Odessa
Constantinople
Black Sea
Mediterranean Sea
EUROPE
ARA
P


Ganges
Yang tse
Canton
Macao
HINDOOSTAN
Calcutta
Arabian Sea
Bay of Bengal
Ceylon
Hainan
China Sea
Straits of Malacca
Phillipine Islands
Ladrone Is.
Sandwich Islands
NOR
7600
3240
5340
3840
Borneo
Sumatra
Singapore
JAVA
New Guinea
INDIAN OCEAN
Route to China
AUSTRALIA
Sidney
Friendly Islands
Society Islands
Low Islands
NEW ZEALAND
SOUTH PA
Homeward course of Capt.n

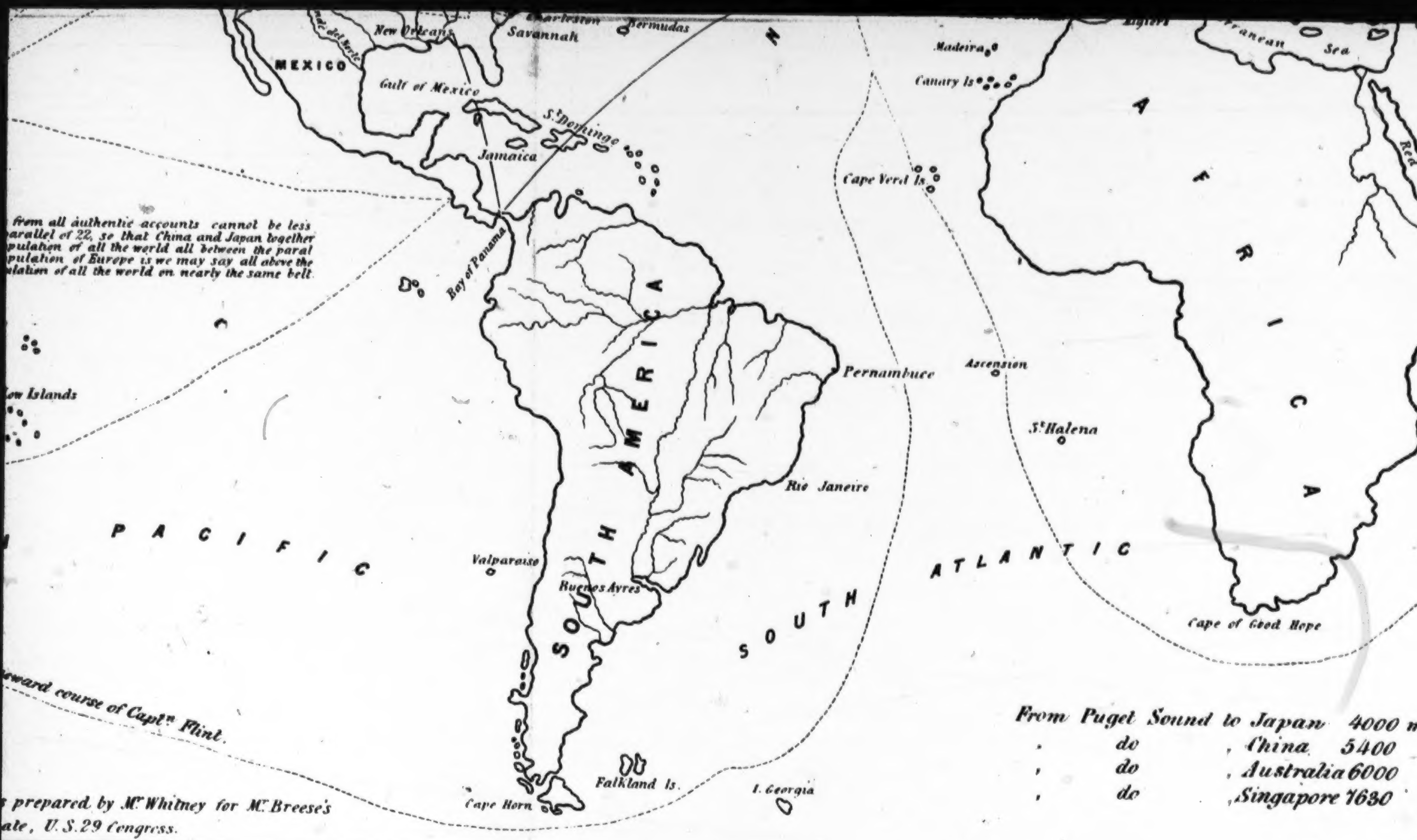
The population of China from all authentic accou
than 500.000.000 all above the parallel of 22, so that Chin
contain more than half the population of all the world a
lels of 22 and 50, while the population of Europe is we n
parallel of 40 placing the population of all the world on

The average distance from the Atlantic Cities to the Pacific at San Francisco or Puget Sound via proposed northern route would be 2830 miles.

And from the Atlantic Cities to Japan 6830 miles, requiring by steam 21 days
" " " do China 8230 " " " do 24 "
" " " do Australia 8830 " " " do 26 "
" " " do Singapore 10480 " " " do 31 "

This Map was prepared by M.r Whi
report to the Senate, U.S. 29 Congress.

1235


New Orleans
Charleston
Savannah
Bermudas
MEXICO
Gulf of Mexico
St Domingo
Jamaica
Bay of Panama
Madeira
Canary Is
Cape Verd Is
Algiers
Sea
A F R I C A
Red
SOUTH AMERICA
Pernambuco
Ascension
St Halena
Rio Janeiro
Valparaiso
Buenos Ayres
P A C I F I C
SOUTH ATLANTIC
Cape of Good Hope
Falkland Is.
I. Georgia
Cape Horn
ow Islands
eward course of Captn Flint.

from all authentic accounts cannot be less
arallel of 22, so that China and Japan together
pulation of all the world all between the paral
pulation of Europe is we may say all above the
ulation of all the world on nearly the same belt.

From Puget Sound to Japan 4000 m
, do , China 5400
, do , Australia 6000
, do , Singapore 7630

s prepared by Mr Whitney for Mr Breese's
ate, U.S. 29 Congress.

1236

Miller's Lith. 102

A

PROJECT

FOR

A RAILROAD TO THE PAC

BY ASA WHITNEY, OF NEW YORK.

WITH REPORTS OF COMMITTEES OF CONGRESS, RESOLUTIONS
LEGISLATURES, ETC., WITH OTHER FACTS RELATING TH

NEW YORK:
PRINTED BY GEORGE W. WOOD, NO. 15 SPRUCE ST
1849.

ERRATA.

Page 4,	paragraph 2,	line 1,	"explanation"	should read	exploration.
" 5,	" last,	" 16,	"No. 3"	"	No. 1.
" 5,	" last,	" 25,	"No. 3"	"	No. 1.
" 8,	" 6,	" 2,	"No. 4"	"	No. 2.
" 9,	" 1,	" 7,	"No. 4"	"	No. 2.
" 11,	" 2,	" 3,	"furnished"	"	finished.
" 12,	" 2,	" 3,	"expended"	"	expected.
" 14,	" 1,	" 29,	"52°"	"	32°.
" 26,		last line,	"2,216"	"	3,216.
" 36,	" 4,	line 2,	"on"	"	or.

PREFACE.

TO THE PEOPLE OF THE UNITE

Considering, as I do, the subject of a railroad
across our continent to the Pacific Ocean as of vast
the people of these United States, but also to all
fore, felt it my duty to place before my fellow-citize
having been my study and labors, exclusively, for n

For yourselves, for your children, for your count
population of Europe, without food and without
the barbarian, and the savage, on whom the blessin
tion and Christianity have never shone—for the
food, must destroy their offspring—for the aged and
go out and die, because custom, education, and du
to consume the food required to sustain the mor
useful—and for all the human family, and not fo
examine this subject. Read and examine it. I hav
lowing pages to make the subject plain and simple,
to make myself understood, I do feel that the f
and vast importance of the work can no longer be
have not failed to interest my fellow-citizens in it
and every one to exert his influence to effect the
greatest of works.

I do consider this subject of vast, of vital impor
ests and objects I have enumerated. And I do
for the glory of our country, and for the preserva
Pacific, that the whole subject may be examined by
time for delay, for the land, the *only* means, will soo

Will you, then, allow me to take these wildern
are now, (except to a small extent,) without ti
streams, without value, and impossible of settleme
highway for nations, and from the facilities which
lands with a population which would be a source of
nation, and give to the people a road, not to earn
but requiring tolls sufficient only for the expenses
pairs, and making it the sure means of adding
treasury, without the outlay, by the nation, of one
control of Congress?

Will you allow me to take these waste lands, a
build this great thoroughfare for all mankind, th
cannot, under any plan, advance faster than the s
on its line? By connecting the two together, the
would afford for settlement, would furnish means

vancement of the work, quite as rapidly as is possible from any other source of means.

Will you let me commence this great work? If I fail you can lose nothing, and if I succeed you gain all? Or will you have it undertaken by the government, as a government work; and would that not involve the nation in debt for millions, burden the people with taxation, create sectional interests and party divisions, involving constitutional questions to agitate the whole country, and finally fail to accomplish the work?

It is for you, my fellow-citizens, to decide upon this important question, and now is the time, almost every one admits, that the road is even now wanted—the immense emigration to California demands action. Such a work requires time for its accomplishment, but cannot be advanced faster than the settlement on its line can provide for, and protect the laborers; and the plan which I have proposed guarantees, in the lands for settlement, the sure, and *only* means for its speedy completion, and without the accumulation of interest. If once commenced, the enterprise of all the world would be drawn to it, and there could be no delay; every interest would combine to force it on, and there could be no failure. A loan of the government credit could not advance the work faster than, or beyond the settlement; but would not such a loan cause an immense speculation in the government lands, on the one side of the line, and prevent them from going to actual settlers? And would it not enable the company to hold their lands on the other side of the line altogether from settlers, and thereby check, and finally stop the progress of the work?

I have now placed the whole subject before the people, and if, after years of deliberate study and examination, my conclusions are correct, then there is no other plan or way by which we can hope to see this great work accomplished.

My plan has become the foundation for others to attempt to build upon; but all the supposed improvements, yes, and more too, have been examined by me, and discussed with others, long ago, and thought to be not feasible.

I have but one motive, or object, and that is, to see this great work successfully accomplished, which would be a sufficient reward for my labors; and if there can be found a better plan, or a man whom the nation may think better qualified, then I am ready to support that plan, or sustain that man with my efforts, and all the information which my seven years' labors have gathered together, and the reward will be sufficient in believing that I have been the instrument in bringing this great subject to the favorable consideration of my fellow-citizens. ASA WHITNEY.

New York, May 1, 1849.

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A

PROJECT

FOR

A RAILROAD TO THE PACIFIC.

CHAPTER I.

The Introduction of the Subject—Extracts from Mr. Benton's Oregon Speech of May, 1846, where he says the rivers must be the Commercial Route to the end of time—His change of opinion since—Presentation of the subject to Congress and the People—Explorations of route, country, and rivers—Reception—Progress and present position of the project.

THE subject of a communication between the Atlantic and Pacific Oceans, by means of a Canal or Railway, at Panama, Nicaragua, and Tehuantepec, has occupied more or less of public attention for more than 200 years; but no matured plan for a communication directly across our continent, by means of railroad or otherwise, was presented to the public before my proposition for the construction of a railroad from Lake Michigan to the Pacific Ocean, to terminate either at the Columbia River, Puget Sound, or San Francisco, which latter was not then in our possession.

The explorations of Lewis and Clark, during the administration of Mr. Jefferson, were with a view to find a commercial route across this continent to Asia, long before railroads were in use, and no other means than the improvement of the navigation of the streams was then, or till my plan was matured, ever thought of, and no plan matured even for the improvement of the rivers.

Statesmen of high consideration and standing have, since my proposition, and even to within a very recent period, contended that the Missouri River, the Columbia and its affluents, were sufficient, and would be the route for the commerce of the world.

The Hon. Thomas H. Benton, in his able speech upon the Oregon question in May, 1846, says at pages 26, 27, and 28:—

“Lewis and Clark were sent out to discover a commercial route to the Pacific Ocean; and so judiciously was their enterprise conducted that their return route must become, and forever remain, the route of commerce: the route further south, through the South Pass, near latitude 42, will be the travelling road; but commerce will take the water line of their return, crossing the Rocky Mountains in latitude 47, through the North Pass.

“With the exception of a small part of the route, the Hudson Bay Company now follow, and have followed for thirty years, the route of Lewis and Clark. These eminent discoverers left the Columbia River near the mouth of Lewis's

Fork, went up the Kooskooske, thence over a high mountain to
Clark's River, and thence through the North Pass to the Great Fall
souri. The Hudson Bay Company have discovered a better route to
ver, following the Columbia higher up, and leaving it at the Upper
tude about 48½, and where they have established their depot for th
trade, called Fort Colville. From these Falls it is sixty miles overla
River, whence the river is navigable to its forks, three hundred miles
in one hundred and fifty miles of the Great Falls of the Missouri.
route the Hudson Bay Company have carried on their trade for near
even quite through to the east side of the Rocky Mountains. Their
at Fort Vancouver in ships from London—ascend the Columbia to
in batteaux—make a portage of sixty miles to Clark's River, the lo
that river being unfit for navigation; then ascend Clark's River to it
hundred miles, and thence to the headwaters of the Missouri. The
this route with which I have but little acquaintance is the sixty mile
from the Upper Falls of the Columbia to the point where Clark's
navigated. It may be mountainous; but that it is practicable, is p
fact that the Hudson Bay Company have used it for thirty years:—t
best route, is proved by the further fact that long acquaintance with
has not induced them to change it. With this slight deviation, the
Company follow the return route of Lewis and Clark; and this will
of commerce to the end of time.

"The Columbia River is decried for its navigation, not by the
know its value, and struggle to maintain its possession; but by th
the whole country beyond the Rocky Mountains through the mediu
ciation. It is, even in a state of nature, a practicable river for navig
tide flows up it one hundred and eighty miles; and to that distance
navigation. Batteaux ascend it to Fort Colville, at the Upper F
more, or fewer, portages, according to the state of the water; and
point they still ascend to the Boat Encampment, opposite the head o
basca, where a pass in the mountains leads to the waters of the Fr
Periodically, the river is flooded by the melting of the snows in the
and then many of the falls and rapids are buried in deep water, and
them seen. This is even the case with the Great Falls, where a pitc
eight feet, at low water, disappears wholly under the flood. Bu
rise, and that annual and punctual. No ice obstructs its surface—no
encumber its bottom. Art will improve the navigation, and steam
undoubtedly run to the Upper Falls—the pitch sixteen feet—a distan
water of some six hundred miles; and the point where the land carri
miles begins. Clark's River has a breadth of one hundred and fifty
its forks, being near the width of the Cumberland at Nashville. Th
the snows gives it a periodical flood. The valley through which thi
is rich and handsome, in places fifteen miles wide, well wooded and g
mented with the beautiful Flat Head Lake—a lake of thirty-five mile
seated in a large fertile cove, and embosomed in snow-capped moun
and warm springs, advantageously compared by Lewis and Clark to th
ginia, also enrich it; and when the East India trade has taken its cou
this valley, here may grow up, not a Palmyra of the desert, but a Pal
of the mountains. From the forks of Clark's River, nearly due east
ninety miles to the North Pass, along a well-beaten buffalo road, and o
grassy, and nearly level mountain plain. The North Pass is an
South—practicable by any vehicle in a state of nature, and no obstacl
day's march of the traveller. Lewis and Clark made thirty-two m
they came through it, and without being sensible of any essential
point of separation between the Atlantic and Pacific waters. To th
left the mountains rose high; but the Pass itself is a depression in th
sinking to the level of the country at their base. From this Pass t
Falls of the Missouri, and nearly east from it, is sixty miles—in all, o
and fifty miles from the forks of Clark's River to the Great Falls of

ri; which, added to sixty miles from Clark's River to the Upper Falls of the Columbia, gives two hundred and ten miles of land carriage between the large navigable waters of the Columbia and Missouri."

"This is the sum of my best information on the subject, the result of thirty years inquiries, and believed to be correct. If snow, during some months, should be found to impede the steam car in this elevated region, (guessed to be seven thousand feet above the level of the sea,) then snow becomes the basis for the next best land conveyance after the steam car—the sleigh. So that this little intervention of dry ground between Canton and New York will prove to be no obstacle either in summer or winter.

"Arrived at the Great Falls of the Missouri, the East India merchant may look back and say, my voyage is finished! He may look forward and say, a thousand markets lie before me, of all which I may take choice. A downward navigation of two thousand five hundred miles carries him to St. Louis, the centre of the valley of the Mississippi, and the focus to which converge all the steamboats—now thousands, hereafter to be myriads—from all the extended circumference of that vast valley. The Missouri River is said to be the best steamboat river upon the face of the earth—the longest—retaining its water best at all seasons, and periodically flooded at a known day—free from rocks, and for nearly two thousand miles, free from sunken trees; for it is on approaching the heavy forest lands of the lower Missouri that this obstruction occurs. All above is clear of this danger. The river is large from the Falls down; the mountain streams, almost innumerable, pouring down each ample contributions. At the Mandan villages, and after the junction with the Yellow Stone, itself equal in length to the Ohio, it presents the same majestic appearance to the eye that it does towards its mouth. Coal lines its banks in many places; fertile lands abound. A military post will doubtless soon be established at the Great Falls, as also on this side at the Yellow Stone, and beyond, in the valley of Clark's River, and on the Columbia, at the Upper Falls—every post will be the nucleus of a settlement, and the future site of a great city. The East India merchant, upon the new North American road, will find himself at home, and among his countrymen, and under the flag and the arms of his country, from the moment he reaches the mouth of the Columbia—say within fifteen days after leaving Canton! All the rest, to the remotest market which he can choose, either in the vast interior of the Union, or on its extended circumference, will be among friends. What a contrast to the time, and the perils, the exposure and expense of protection, which the present six months' voyage involves!

"Arrived at the Great Falls of the Missouri, the East India merchant, upon this new road, will see a thousand markets before him, each inviting his approach, and of easy, direct, and ready access. A downward navigation of rapid descent takes him to St. Louis, and New Orleans, and to all the places between. A continuous voyage, without shifting the position of an ounce of his cargo, will carry him from the Great Falls to Pittsburgh—a single transhipment, and three days will take him to the Atlantic coast—omnipotent steam flying him from Canton to Philadelphia in the marvellous space of some forty-odd days! I only mention one line, and one city, as a sample of all the rest. What is said of Pittsburgh and Philadelphia, may be equally said of all the western river towns towards the heads of navigation, and of all the Atlantic, Gulf, or Lake cities, with which they communicate. Some sixty days, the usual run of a bill of exchange, will reach the most remote; so that a merchant may give a sixty days' bill in his own country, after this route is in operation, and pay it at maturity with silks and teas which were in Canton on the day of its date.

"This is the North American Road to India, all ready now for use, except the short link from the mouth of the Columbia to the Great Falls of Missouri!—all the rest now ready—made ready by nature, aided by private means and individual enterprise, without the aid, or even countenance of government!

"The North American road to India will be established by the people, if not by the government. The rich commerce of the East will find a new

route to the New World, followed by the wealth and po
ways attended; and this will be another of the advantage
occupation of the Columbia." At page 29 he says:—

> "This is the origin of the British claim to the Columbia!
> not find a north-west passage—because the Unjigah went to
> because Fraser's River was unnavigable—because the Colum
> practicable line of communication with the Pacific Ocean, a
> situation fit for the residence of a civilized people—for the
> delay and great hesitation, and aided by the improvidence
> they set up a claim to the Columbia! It was found to be th
> a commercial communication could be opened between Huds
> cific Ocean—the only British American road to India! T
> North Pacific Ocean, and the monopoly of its rich trade, depe
> sition of the Columbia; and, therefore, they must take it.
> the British claim to the Columbia River. It was an indisp
> commercial line across the continent. That government now
> fur company—the instrument of its policy in America as the
> is in Asia—its pretensions to the Columbia as the substitut
> passage; and if they had the title of our title to it, woul
> Even with one end of their line terminating in the icy an
> Hudson's Bay, she still struggles for it. What would it be
> Pass and the Missouri River, bearing down south to the cent
> Mississippi! The British government would fight the wor
> that, and spend unnumbered millions in its improvement an
> have turned our backs upon it—left it for thirty years a de
> our competitors; and I am now listened to with some sur
> when I represent this grand commercial route to India, upo
> souri and the Columbia, as one of the advantages of Orego
> ments to maintain our rights there."

My examination of this whole subject, and personal e
miles of the Missouri River, with the annexed letter, N
Long, with the annexed statement of Capt. Sire, No.
P. Chautoux, Jr., Esq., of St. Louis, both in the appe
report, appended, No. 1, and with many other letters
persons of great experience, caused me to form opinion
cial capacity of this river very different from the so
Mr. Benton, who has, it appears, since changed his op
"the time has come and we must have a railroad at o
built by the government, and its terminus St. Louis
which very important change, after having devoted ne
have done, to the investigation of, and in placing the
the people, is certainly very gratifying to me.

It may not be uninteresting to the reader to have the
position of this great project, with a somewhat detaile
proposed for the accomplishment of the work. I will t
it. During a residence of nearly two years in Asia I o
mation within my reach, and probably all which could be
ulation, productions, and commerce of Japan, China, Pol
and all India. I believe I examined the whole subject,
estimate of the capacity of a population of 700,000,0
commerce with us, provided a means of cheap and fre
transit could be established. It appeared plain to me,
nication directly across our continent was necessary, co
and that its time had arrived. Our geographical posi

wer which has al-
s resulting from the

Because they could
the Frozen Ocean—
ie River was the only
d its banks the only
e reasons, after long
of our government,
only river on which
on's Bay and the Pa-
he command of the
nded upon the acqui-
This is the origin of
sable link in their
y backs the powerful
East India Company
to for the Northwest
l never surrender it.
d desolate waters of
f she had the North
e of the valley of the
ld for such a line as
l protection; yet we
ist in the hands of
price and incredulity
l the line of the Mis-
ence of our indus-

xplanation of 1,500
o. 2, from Col. S. B.
3, and confirmed by
dix to Mr. Pollock's
and statements from
s as to the commer-
trong declarations of
inion, and now says
ce," but it must be
and San Francisco;
rly seven years, as I
whole subject before

progress and present
l sketch of the plan
erefore proceed with
llected all the infor-
procured, of the pop-
ynesia, all the islands,
ith a view to form an
00 for an increased
uent intercourse and
that such a commu-
ld be accomplished,
ion, with more than

2,000 miles in extent, of unoccupied wilderness land in the centre
globe; Europe, with a starving, destitute population of 250,000,000 o
one side of us, and all Asia on the other side with 700,000,000 of sou
more destitute, seemed to demand the accomplishment of this great wo
great and important change for the benefit of the entire human family;
which would open to settlement and production the wilderness of more
2,000 miles, give to it cheap and rapid transit to, and communication
all the markets of the world, all within our own command and control,
out the actual outlay of one dollar. Having satisfied my own mind
vast commercial, moral, and political results must surely flow from
accomplishment of such a work, to the great benefit not only of our
country, but also to all the world, I embarked from China for New
in the spring of 1844, resolved to devote my life to the work which I be
promised so much good to all mankind, doubting not that I could i
time satisfy my countrymen of its perfect feasibility and of its vast im
ance, and gain their assent to its accomplishment.

At the second session of the 28th Congress I presented a mem
Said memorial was referred to committees in both Houses, and favorabl
unanimously reported upon.

In the spring and summer of 1845, with a company of young gentl
from different States, I explored and examined more than 800 miles o
route, explored and examined 1,500 miles of the Missouri River, and
streams also, to ascertain where they could be bridged. A great part o
country over which I passed had never before been traversed excep
savages.

My explorations extended as far as was my first intention, and as f
was necessary. It was for my own account and at my own expense.
object was to ascertain the facilities which the country might afford for,
the value or availability of the lands on which the entire work depe
Colonel Fremont in person, and accounts from others, had satisfied m
the feasibility of the whole route. At the commencement of the firs
sion of the 29th Congress I again presented a memorial, which mem
was referred to the Senate's Committee on Public Lands, Mr. Br
chairman, Mr. Woodbridge, Mr. Morehead, Mr. Ashley, Mr. Chalm
and Mr. Breese's able report was unanimously adopted by the com
tee and reported to the Senate, with a bill to carry out the work.
report contained a full though concise statement, geographical, comm
cial, and statistical, of all Asia, Japan, China, India, Polynesia, and all
islands, population, commerce, products, resources and all, which cost
much time and labor. The statement is annexed, marked No. 4 in the
pendix to Mr. Pollock's report here appended, No. 8. At the commencem
of the first session of the 30th Congress I again presented a memorial, ma
No. 1, appended to Mr. Pollock's report. It was referred to Select Commi
in both Houses. The committee of the House was composed of the follow
gentlemen: Mr. Pollock, of Pennsylvania, chairman; Mr. Hilliard, of A
bama; Mr. Toombs, of Georgia; Mr. Woodward, of South Carolina;
Venable, of North Carolina; Mr. Taylor, of Ohio; Mr. McClelland, of M
igan; Mr. Maclay, of New York, and Mr. Dixon, of Connecticut. The s
ject was thoroughly examined, and the able report of Mr. Pollock (appen
marked No. 8) unanimously adopted and reported to the House, with a
to carry it out.

The Select Committee of the Senate were Mr. Niles, of Connecti

chairman; Mr. Bell, of Tennessee; the late Mr.
Corwin, of Ohio, and Mr. Felch, of Michigan. Th
imous, and amended and reported the bill appe
Saturday, 29th July last, Mr. Niles moved to take
when it was attacked in a boisterous and unparli
Benton, who, it is presumed, had never read, or ev
and conditions of the bill. He closed with a moti
the table, which, not being debateable, prevailed, 27
tors absent, who are friendly to, and would vote f
voted to lay Mr. Niles' motion on the table, believing
to act upon it at the close of the session, while ther
other unfinished business, as also the exciting ter
they will vote for my bill at a more suitable time.

During the short session just closed, Congress w
in forming a bill for a government for California, wh
Mr. Niles made a motion to make the bill the spe
day, which motion was carried after a violent oppo
of Arkansas; but the California bill excluded eve
of the House made it so difficult to get up business
there; but I am satisfied there was a large majori
would have voted for the bill had it been acted up
public opinion have been such that it should have b
gress long before this. Nineteen State Legislatures
almost by unanimous votes, declaring it "the only
complishment of the work, recommending its im
requesting their delegates in Congress to give it the
support." Copies of these resolutions are appended
also, resolutions adopted at different public meetings,
and the Press generally throughout the United Sta

CHAPTER II.

Consideration of the Plan—Feasibility of Route, &c.—Con
Objections to its being made a government work, either
tion—Cannot be an individual work alone—Cannot be do
Length and cost of road—Plan for carrying out the work—
of the Bill—Description of country—Availability of the
and materials—Number of acres of land, and amount w
accomplish the work—Importance of the 800 miles on
route—Plan of operation proposed—Regulation of tolls
income for dividends—A free road—Demand for cars, &
any other plan—High tolls would exclude cars, &c.—Con
—Power of Amendment—New system of settlement, &

IN proceeding to an examination of the plan pro
and accomplishing this great work, it is hoped the
his mind any comparison with other works or project
country which have originated from, and been predic
vidual subscriptions or State appropriations, because
justly be made. Here is no appropriation demande
scribed to, and no dividends to earn.

ewis, of Alabama; Mr.
committee were unan-
led, marked No. 4. On
it up for consideration,
mentary manner by Mr.
n know, the enactments
ion to lay the motion on
to 21, with several Sena-
r the bill; and several
there would not be time
was so great a press of
torial bills, and who say

[illegible]

as occupied exclusively
ch absorbed all the time.
ial order for a particular
sition from Mr. Borland,
ything else. The rules
that it was not reached
ty in both Houses who
ion. The expressions of
een acted upon by Con-
have passed resolutions,
feasible plan for the ac-
mediate adoption, and
ir prompt attention and
, marked Nos. 5 to 22;
marked Nos. 23 to 35,
s has advocated it.

[illegible]

ideration of the Measure—
its construction or opera-
by States not formed—
—Conditions or enactments
—Destitute of timber
ich they must produce to
the commencement of the
Congress to produce no
China, &c.—Road built on
ence, &c.—Sale of lands

[illegible]

posed for carrying out
der will exclude from
through an inhabited
ed upon, either indi-
such comparison can
l, no stock to be sub-

The wilderness earth is the capital stock, and the labor of man ap
would bring forth the abundant means for its accomplishment,
rich reward to that labor.

I start upon the ground that no work, no enterprise is too v
nificent, if dependent alone upon the labor of man for its acco
yielding itself the sure and sufficient reward for that labor.

The first consideration for any work or project is its feasibilit
the means to carry it out.

The feasibility of this great work we will first examine.

The topography of the Mississippi valley or basin is well known
Rocky Mountains and the great lakes to the base of the Allegh
the Gulf of Mexico, is one inclined plane, without rock, mount
hill, and without impediment to the construction of a railroad, e
the streams cannot be bridged, and where the bottom lands a
and too soft for such a work.

From Lake Michigan to "the South Pass," a distance of
miles, a railroad may be built on a straight line if necessary, w
streams can be bridged, and where there are no soft bottom lan
streams could not be bridged south of this route, and the diffic
the flooding of the streams, and from the immense extent of so
bottom lands, would be almost or quite an insurmountable object

From the lake to one point where the Missouri can be bridged
about 500 miles, south of which it cannot be bridged; to an
where it can be bridged, would be about 650 miles. The grad
lake to either would not exceed, for any one mile, 25 feet; then
South Pass," the grade would be very light—by Col. Fremont's
would not exceed 6 feet to the mile, and "the inequalities now e
says, "may be much improved at small expense."

From "the South Pass" the route is more difficult, though perf
ble, as may be seen by the report of Col. Fremont, who has taken
tions from the Missouri River to the Pacific, at several different tim
Wallah Wallah and to San Francisco, and he says that "impract
not to be named with the subject."

Mr. Fitspatrick, the celebrated mountain guide, and many others
been to, and returned from, the Pacific, confirm Col. Fremont's re
several committees of both Houses of Congress, have all been una
this subject. The able report of Mr. Pollock (appended, No.
and clear. The feasibility of route being settled, and no longer
the next consideration will be the means for the accomplishme
work.

It is not at all probable that Congress would ever appropriate
such a work, and there are many and serious objections to the carry
such works by the general or even State government. In the fir
would require years to complete surveys under the direction of Cong
a route could never be fixed upon, because it would be made a
question between north and south, which years of legislation coul
tle; but allow that settled, and the work commenced, it would soo
a powerful party engine to agitate and excite the whole country;
never could be commenced at all, except by a party vote; the dem
strict constructionists would oppose it from beginning to end on cons
grounds, and many of the other party would oppose it because it
made a party measure, and because they believe such a work by the

ment inexpedient and injudicious. If comme
means and earnings from one section of the U
other upon the hirelings of aspirants to office
potent and obnoxious than a United States
which has ever excited the people. Were it
expense, at least four times its cost from indivi
ment to succeed in building the road, the diffic
been but just commenced. The road, when b
way for all the nations of the earth, the entire
be tributary to it, and the operation and c
thoroughfare so immense would absorb and c
the country; it would be a machine in the ha
only our entire country, with all its interest an
the whole world; and as much as I desire to s
great work, with all the good which I believe
the whole human family, under individual ma
ple and the government, I would raise my vo
tempt to make it a government party political
ernment management, because I should be sur
we aim at could not be gained.

It is a work beyond the power of individua
man would invest where he could not expect s

It cannot be done by States—not yet—and
building of the road in advance. Now an enti
lutely necessary to connect the settlement of
the construction of the work, being impossible

I have sought to, and believe have, matured
itself the means for this work, and would leav
control, and holding all as security for its succe
it a national road, while at the same time the
operated as an individual enterprise, freed fro
patronage which, as a government work, it wo
stitutional objection, and from the delays, exper
endless sure to arise from constant legislative c

The entire length of the road from Lake M
allowing 250 miles for detour or windings, wo

It is estimated that, on the proposed plan, it would c
road, as the annexed bill (No. 4) provides, with a h
four pounds to the yard, and on a gauge or wid
than six feet, $20,000 per mile, amounting to. . . .
And it is estimated that it will cost for machinery,
poses of operation while the road is being cons
its earnings can provide for itself. . . . .

Making the total cost ready for use. . . . .

For the accomplishment of this great work
the public treasury. I do not ask for even a
commence the work so soon as the bill may be
the lake to the river could be fixed upon, and
point without delay. From the river to the
known, and while the work is advancing from t
be examined, surveyed, and the best one fixed

nced at all, it would draw the
Union to be squandered in an-
and become fifty times more
Bank, or any other question
possible, even at an enormous
dual enterprise, for the govern-
alities and objections will have
uilt, would be the great high-
commerce of the world must
rrying on the business of a
ontrol the entire legislation of
nds of a party, to control, not
l institutions, but to dictate to
ee the accomplishment of this
it can be made to produce to
agement, checked by the peo-
ice against any and every at-
machine, or place it under gov-
s that the great objects which

l enterprise alone, because no
l return during his lifetime.
cannot be formed, except by
e wilderness, it becomes abso-
the country on the line with
without it.
l a plan, which will furnish in
e with Congress the power of
sful accomplishment, making
work would be carried on and
m the immense government
uld create; freed from all con-
ses, and insurmountable diffi-
hanges of direction.
ichigan to the Pacific Ocean,
uld be 2,030 miles.

st to construct the avy rail of sixty- h of road not less	$40,600,000
r repairs, and cu- ructed, and before	20,000,000
....	$60,600,000

ot one dollar is asked for from
survey of the route, and can
come a law. The route from
the work commenced to that
mountains the route is well
e lake, the entire route could
upon.

I ask of Congress to set apart, and sell (not grant) to
width of the public lands, from Lake Michigan to the P
good, bad, and indifferent, 77,952,000 acres, at a reduced
committees in Congress at ten cents per acre, and consi
mittees as above the present value, and far exceeding the
ment might ever expect for the same lands from any other
as the bill appended, No. 4, provides, under specified ter
all so guarded that the government could not lose one do
ent from a grant to me is it, that I have not even asked
bill provide that I can at any time take even one acre
building ten miles sections of the road. Of this 2,030 mile
first part, say from the lake onward, the land is of the ve
the production of food for man; the surface beautiful, with
tain, or even hill; just enough rolling and descending to le
well watered with living streams every ten to twenty mile
with a rich grass, ready for grazing or for harvest, enou
cattle, no preparation required for a crop—the farmer wan
the seed, the scythe, and the sickle. 500 miles of this 800
and 150 miles with but small amount—not enough for agr
(buildings and fences) should the country become settled.
miles, and to the Pass in the mountains, a great part of t
sented as too poor to sustain settlement; but I am inclined
facilities which the road would undoubtedly create, must
productive and useful.

From "the South Pass" to the Pacific, I am disposed to
formation procured, that there is more land suitable for cu
than has been inferred from different writers.

Of the entire route, 1,200 miles is without timber even
construction of the road, though with an abundance of coal
the distance without stone or any material for such a work,
ment of the country; and the road must be the *only* mean
would progress, for its own material, as well as for the mat
and fences, for the settlement of 1200 miles of the route.

To the estimated cost of the road of............................
Add ten cents per acre to be paid into the United States Treasury
the 77,952,000 acres............................

Total............................

Now it will be seen that this 77,952,000 acres of waste
must be made to produce the sum of $68,395,200, equal
acre for all, or the work cannot be accomplished, and which
as much as these very lands could ever be made to produce,
done only by connecting the sale and the settlement of the
work itself; the road creating facilities for settlement, and th
ducing means in labor and money to build the road.

It will be seen that the entire project depends upon the
on the first part of the route, which is fast being taken up
with the location of soldiers' bounties, will soon be so much
the work for ever; for I do not believe it possible to build
any other means, or on any other plan than that of connecti
settlement of the lands on its line with the construction of

And if the work cannot be commenced
mediately available for means, and where
for the road, but for the settlement o
plishment is as impossible as if directed

We will now proceed to an explanati
by which it is proposed to carry out a
before stated, the bill sets apart and sell
land from the lake to the Pacific, and
already sold, expressly for this work; a
the first part, the good lands, must be
1,600 miles of road, (800 miles through
38,400 acres, must furnish means for tw
ately after the bill becomes a law, survey
miles so as to secure the lands; then ma
or 200 miles of the road, and make all
machinery, to go on with the work; an
of road, as the bill provides, on the bes
the present day, on a guage of not less
rail of not less than sixty-four pounds to
of the commissioner and government, a
was being continued with a prospect of
of the commissioner, I should be allow
half through which the road had been
at the present price (72 cents per acr
must be the price of the best lands unt
posed of, would amount to $138,240.
for cannot be built short of $20,000 pe
$200,000, for which outlay I should re
chased for $138,240, or $61,760 less
ment holding the other half, (5 miles by 6
had been built, and also holding the r
192,000 acres produce enough to return
miles of road, then the work could not
would not allow me to take one acre of
$200,000, and as much more as had been
if, from the results of my energies, effort
value of $138,400, the 192,000 acres to
then the work could be continued, and the
by the government, would have imparte
from the same causes. Such would be t
through the good or available lands, o
192,000 acres, would furnish means to
government always holding one-half (a
lands, and also holding the road as se
miles of road being always completed
take any lands, and the road with the al
fits to, and enhancing the half held by
taken by myself.

The reserved lands would be held to fu
the road through the immense distance of
as before—first build 10 miles of road
10 miles by 60, or 384,000 acres, could n

at a point where the lands are im-
timber and material exist, not only
1,200 miles of country, its accom-
to the moon.
n of the plan or mode of operation
d accomplish this great work. As
to me 60 miles wide of the public
an equal number of acres for any
d, as before stated, the 800 miles of
made to produce means to construct
poor lands,) or one mile by 60, being
miles of road. I should, immedi-
and locate the route for 200 or 300
e a contract for the grading of 100
rrangements and preparations, with
when, having completed 10 miles
plan of construction of railroads of
han six feet wide, and with an iron
the yard, all to the full satisfaction
d to his satisfaction that the work
success, then, under the certificate
d to sell 5 miles by 60, the one-
mpleted, or 192,000 acres; which,
) for soldiers' bounties, and which
some 16,000,000 of acres are dis-
Now such a road as the bill calls
mile, and the 10 miles would cost
eive lands which can now be pur-
han my actual outlay; the govern-
0) 192,000, through which the road
ad. Now if I could not make this
the $200,000 expended on the 10
be continued, and the government
and, and I should have sunken the
expended in the experiment. But
and labor, I raise from its present
or beyond the $200,000 expended,
192,000 acres, the other half, held
to it an equal increase in value
e case or proceeding for 800 miles
so far as the 5 miles by 60, or
construct the 10 miles of road, the
ternate 5 miles by 60) of all the
urity for all; each and every ten
advance of my being allowed to
rmanent settlements imparting bene-
he government far exceeding that

rnish means for the construction of
poor land, where I should proceed
my own expense; and when the
ot be sold for enough to reimburse

for the outlay for the 10 miles of road, then the
sold sufficient only for, and applied to that purpos
each and every 10 miles of road would be furni
ceiving any lands, or money. And until *all* shall
in successful operation, the government would h
lands, *if any*, and all as surety for the payment o
the lands, and also as security that the governm
made responsible or chargeable for keeping up, a
until its earnings could provide for that purpose;
would vest in me, always, however, subject to the
gress, in regulating and fixing the tolls, &c., and t
be transported free of charge to the government
should all the lands fully reimburse for the outlay
its machinery, &c., with the sum paid to the gover
Congress shall so regulate the tolls as not to produ
ficient for necessary repairs and operation, &c., ma
nearly as possible, a free road, with tolls not exce
be charged upon the principal dividend paying ro
which would not exceed, for a passenger from the
dollars; for one bushel of corn, twenty-five cents
dollar; for one ton weight of merchandise, ten d
measurement of teas, (a half ton weight,) five dollar
secure forever to the great Mississippi valley the m
it would force the commerce and intercourse of
tribute to it. At these low tolls corn may be put
cents per bushel transit, which would be worth alwa
often more than one dollar for sixty pounds weight,
five cents to the producer, with a demand for mi
the road be built from an investment of capital, a
interest on that investment, then the tolls must b
tirely exclude the products of the Mississippi ba
Asia, as also it would exclude the commerce of E
the road to be constructed from an investment of cap
sale and settlement of the lands on the line with it
ness, and almost the entire route destitute of timbe
construction of the road or for the settlement of
impossible to form any approximate estimate of wha
be, but it could not be less than $200,000,000, and
charged in proportion. Were it to be constructed
appropriations of money, it would cost still more.
rowed, and unless the tolls on the business of the ro
for that interest, then it must be provided for by the
or indirect taxation. The necessary high tolls woul
or would the people be willing to be taxed to suc
business?

The bill provides that the reserved and all surplu
public auction, the same as all government lands, an
kept from sale longer than ten years after the road sh
through them. The bill also provides, that should I
ply with its conditions, Congress would have power
give it to another; also, power to amend and alter if
ple require it.

Now, to accomplish this great work, I propose to take the entire responsibility upon myself. If I fail the government can lose nothing, because the lands still remain, and I shall have added to their value even by my failure. But if I succeed, I must, by my energies and labor, make this 77,952,000 acres of waste land produce the $68,395,200; and, unless I can make it produce an excess over that sum, I gain nothing for all my toil.

If the plan succeeds, it would make the whole world tributary to us. The sum which I should pay into the treasury for the lands would exceed that which might be expended for them from any other source. The nation would have this great highway without an outlay of one dollar, with almost its free use forever after, and so much added to the actual cash capital of the nation as the road may cost, because it would be the fruits of labor upon the wilderness earth.

My desire and object has been to have a bill so framed as would enable me to carry out and accomplish this great work for the motives as here and everywhere else by me declared, to give to my country this great thoroughfare for the nations of all the earth without the cost of one dollar; to give employment to, and make comfortable and happy millions who are now starving and destitute, and to bring all the world together in free intercourse as one nation. If the bill is deficient in any point, it certainly can be made to meet the views I express, which I feel that all who examine must be satisfied with.

It is proposed to establish an entirely new system of settlement, on which the hopes for success are based, and on which all depend. The settler on the line of the road would, so soon as his house or cabin were up, and a crop in, find employment to grade the road; the next season, when his crop would have ripened, there would be a market for it at his door, by those in the same situation as himself the season before; if any surplus, he would have the road at low tolls to take it to market; and if he had in the first instance paid for his land, the money would go back, either directly or indirectly, for labor and materials for the work. So that in one year the settler would have his home with settlement and civilization surrounding, a demand for his labor, a market at his door for his produce, a railroad to communicate with civilization and markets, without having cost one dollar. And the settler who might not have means in money to purchase land, his labor on the road and a first crop would give him that means, and he too would in one year have his home with the same advantages and as equally independent. The settler who now pays for his land to the government gets no benefit from the sum paid beyond his title to, and possession of the land. When his cabin is prepared and crop in he finds no demand for his labor, because all around are in the same condition as himself; when his crop is grown there is no market at his door, and if fifty miles from any direct means of transit, he cannot sell at all, neither can he get it to a market so as to leave anything as a reward for his toil. Thus you see him in the wilderness, remote from civilization, destitute of comforts, and nearly a demi-savage; his labor, it is true, produces food from the earth; but he cannot exchange with the different branches of industry, and is not a source of wealth or power to the nation.

CHAPTER III.

Object to change the Route from Europe to Asia—Markets of Asia for our products—Connection with Pacific slope, otherwise separation may take place—Open wilderness to settlement, production, &c.—Route must be North to effect a change and to sustain products—Geographical division of the two continents, and products—Exchanges not possible—Small amount of land on Pacific slope—Division of waters—Great Basin—Oregon, &c.: space sufficient for large population—Immense fishery—Markets in Polynesia and Asia and cannot come to us—Will control the commerce of Asia—Over population of Europe will go directly there—The great gold field of California—Its influence—Must find a level based upon labor—Dependent for food—We cannot supply—The commerce of the Pacific—Change of whale fishery cannot pay transit across Panama, &c.

The first great object we aim at in the accomplishment of this great work is, to change the route for the commerce and intercourse of Europe with Asia, and force it, from interest, to pay tribute to us. The second, and also vastly important, would be the establishment of a means of transit so convenient and cheap as would enable us to take our vast products, both from the soil and manufactures, to all the markets of Asia, so that the great Mississippi valleys would have the Atlantic coast and Europe with 250,000,000 of souls on the one side, and, on the other side, the Pacific coast and all Asia, with 700,000,000 of population, for markets. The Map No. 1, appended, will show our position. The third, connected with the two first, and entitled to equal consideration, would be the establishment of a direct and rapid communication with our possessions on the Pacific coast, and thereby bind them to us by interest and affection. Now they are so remote and difficult of access that it may be feared they will be obliged to separate from us and form an independent nation; and which means of communication would render the greater part of the immense distance between civilization and the Pacific susceptible of settlement, and the only means by which this vast wilderness can ever be made useful to man.

A communication to produce these grand results must be located so far north as that the sphere of the globe would shorten the distance between Europe and Asia, sufficient, with other facilities and advantages, to force a change from the present route for that commerce, and so far north that the climate would protect animal and vegetable products from injury and destruction; and where the soil, for nearly the entire route, would be capable of sustaining population, and thereby opening to settlement and production the greatest possible extent of wilderness otherwise forever useless, and making it the means of sustaining and increasing the commerce of all the world; for it is, first, the produce of the soil, and with it that of the sea (food for man) which does and must sustain all; and the change of routes which have been effected barely by a saving in time and distance sufficient only to make a change, and have not increased facilities for the settlement of, and productions from the soil and from the sea, have not increased commerce or benefitted mankind at large.

A change of route which would not accomplish and produce these gra
sults combinedly could not be sustained, and of no benefit to the n
The geographical division of these two continents being such as to divid
only the products and commerce of their slopes, but that of the world
renders it impossible that the products of the western should be brough
side for markets. By an examination of a map of the world, this remar
division range of almost impassable mountains can be traced from Cape
to the Arctic Ocean; and from the Cape up to north latitude 16°, th
vision range runs so close to the Pacific Ocean that there is but small
left, and owing to periodical droughts, bad climate, absence of mea
irrigate, &c., there is but a small amount of land suited to cultivation,
could sustain but a small amount of population; up to 32° north the
still poorer, and division range near the ocean; and all up to San Fran
lat. 38° north, the land is poor, and will not produce without irrigation.
the grand division range is about 10° of long. east from the ocean, bu
space is divided about 100 miles east of the ocean by the Sierra Ne
which range commences at the extremity of Lower California, north lat
48′, and extends to the Arctic Ocean, unbroken, except by the Columbi
Frazer's Rivers, to above the parallel of 55° north. Between this latte
the Rocky Mountain range is the great basin, or desert, which extends
to the parallel of about 42°, where the streams divide north and so
those running southerly emptying their waters into, and forming the Co
do of the west, and the great Salt Lake; while those north empty into
form the Columbia River. Here, too, another and important division
place. On the southern side, the waters of heaven seem denied the e
This great blessing to earth and man decreases as you go south, until
is no vestige of vegetation, and no means of sustenance for even the wild b
while on all north heaven showers its blessings, and "the earth brings
its increase." Of this northern section there is, from the parallel of 5
48° north, and beyond, about 10° of longitude between the grand R
Mountain division and the Pacific. This, though mountainous and a br
country, is, much of it, well adapted to culture and grazing, with the
climate in the world, with immense whale, cod, and other fisheries, equal
haps to all the world besides, extending to Japan and China. Add to
tract Vancouver's Island and the British possessions north, which, in
grand scale of commercial intercourse for the world, must be considered
der the same economy, and it will give a space suitable to sustain a l
population, whose products must find markets in Polynesia and all A
and cannot come to us because we have a superabundance of all which
can produce. Being opposite to, and of easy access with Polynesia, Ja
China, and all Asia, it must control and monopolize all that vast comme
The surplus population, the wealth and enterprise of all Europe, will
there centered in a very short period of time.

The over population of Europe will go directly there, because ther
the great field, and the greater inducement. We give them protection,
our laws and institutions, and a premium in lands beside.

We see that the gold of California is drawing thither thousands from
parts of the world. Many have gone not to be permanent residents,
will be poor workers of mines. The fever will soon abate; all will find its
per level, based upon actual labor, and those who then go will go with th
families, and to remain, so long as the mines yield to labor a better
ward than the cultivation of the earth, and even longer, because there is th

fascination in gold which poisons both the mind and the morals, and leads a man to devote the same, and even more labor, to dig from the earth a sixpence of gold than would produce a bushel of wheat. The population of California must depend upon other countries for food, and certainly we cannot supply their wants, because the climate through which we must pass to them would injure and destroy animal and vegetable products; and distance so great, with heavy expenses of transit, that were the demand and price equal thereto, it would certainly be an object to go near and *there* produce for their wants. Then so soon as this gold business finds, as it must, its proper level, we shall find that we can have but little commerce or intercourse with Oregon or California. We have no surplus population that are productive and useful to spare; labor is always in demand and high; it is not the laboring man who has gone there; as yet it is the adventurer and the speculative, many of whom will meet with hardship beyond their capacity to endure, and their bodies will *there* remain; many will return sickened and disappointed; some few, sharper and shrewder than the many, will no doubt gain fortunes; two years will wind up the scene, when it must be the actual laborer who will go there and to remain, and the greater number will go didirectly from Europe and around the Cape; the avails of that labor must return to, and remain where produced, and having nothing but a few manufactured goods to exchange for even their gold, the produce from all their labor can do us but little good

From the geographical division formed by nature, which I have attempted to describe, it appears to me perfectly plain that no important commercial exchanges or intercourse, predicated upon the products of each, can ever exist; for so as the roof of a house divides the waters which fall on it from the heavens, and guides them equally to the two cisterns on either side, are these two continents and the world divided, and as soon might the one cistern propose an equal exchange of its waters with the other, as to expect an exchange of the products of the two sides of these continents.

The present commerce of all the Pacific coast is limited, and the greater amount of which may now be considered as the commerce of the Atlantic slope; the merchandise is taken to ports on the Pacific, and there transported upon mules over the mountains to the Atlantic side, and minerals returned in the same manner. This is done for two objects, to save duties and transit expenses; but so soon as steam is applied to navigate the many streams of South America, which reach from the Atlantic to within a few miles of the Pacific, the present commerce must diminish, and the intercourse also; for it is clear that all that very narrow space between the dividing range from the Cape up to even 38° north latitude, can never produce more than sufficient to supply the wants of its own population, and cannot sustain any new means of transit directly across the continent at Panama, Nicaragua, or Tehuantepec. The present commerce, which might afford to pay the increased expenses of such a transit, is limited.

	Tons.
The tables of revenue, part 12, page 45, for 1842, show that the British for that year with Peru was……	11,989
That of France with Peru……	409
The Treasury Report for 1845 shows our commerce with Chili of 14 vessels of	4,873
" " " " Peru 4 "	1,045
" " " " North-west Coast..	596
Total tonnage of……	18,952

This, then, is the vast commerce of the Pacific, which cannot be
because there cannot be the population and products to sustain it.
The British and French commerce with Chili amounted to
for the same year, from same report, the former to 23,301 tons, an
ter to 1,542 tons—which could not be diverted from the present ro
the Cape, because the saving in distance and time, as I shall show,
be equal to the increased expenses of transhipments and transit.
the British whalemen pay the necessary expenses of transhipment a
besides, a great change will most probably take place in that import
of commerce. The fishermen will go directly to the Pacific coast
families, and there build and fit out small vessels, which can ma
cruises in a year, instead of two to four years, as now; and then a
a full cargo of emigrants would go directly from England to the P
and there find a return cargo of oil as colonial produce. Our o
fishery has considerably diminished within a few years, and whil
excitement continues, must still diminish; but as the English, so
hereafter, most probably, be transferred to that coast, and can nev
ject to the heavy expenses of transhipment and transit across Te
Nicaragua, or Panama.

It appears to me perfectly clear that no communication across
nent, by canal or railroad, can be sustained, unless we can gain
object I have started for—that of forcing the commerce and int
Europe with Asia by a shorter and cheaper route to adopt it; by
means of transit for all our products to the markets of Asia, op
wilderness to settlement and production, connecting and binding o
possessions to us, and making them the great depot for our pr
their way to the markets of all Asia, and also the depot for the co
all the world, which must pass through us from and to Europe, a
own vast country. The great question is, Can a communication h
secure such vast results, and where?

CHAPTER IV.

Panama, Nicaragua, and Tehuantepec—Want of Harbors—Difficult coast
gation—Climate bad for health and for commerce, &c.—Comparisons o
with the present voyage around the Capes—to Valparaiso—Sydney—S
China—Statistics of our commerce with all Asia—Balance against—Mig
with corn—Distance from New York to China—Distances of voyages
Witch, Captain Waterman, &c., &c.

Panama, Nicaragua, and Tehuantepec, forming as they do but
barrier between the two great oceans of the world, have been for
200 years looked upon as the only points across this continent
might be possible to establish a route between Europe and Asia;
pears to me that the subject could not have been examined, or it w
been condemned long ago.

If the distance and time required were not so much against the
as to fully and clearly settle the whole question, there are still ot
mountable difficulties and objections which exclude all and every
the consummation of the great objects we desire. In locality, c

cilities, &c., they are one and the same, all bad; without harbors on either side; with shoals and shallow waters; dangerous and difficult of access from either ocean; subject to calms, squalls, gales and tornadoes; the climate unhealthy in the extreme; nine months of each year with excessive incessant rains, with the thermometer ranging from 82° to 88°, and during the three dry months from 90° to 95°; a temperature and climate sure to destroy all animal and vegetable products, as also greatly injuring all manufactured goods, so that it would be utterly impossible (even were the distance lessened sufficient to warrant the expense of transhipment and transit) to take our vast productions through such a route to the markets of Polynesia, Asia, or even to the Pacific coast; nor could the teas and silks of China be secure through such a climate.

I will next proceed to show that distance alone will settle the whole question, because if there cannot be a sufficient saving in distance and time to compensate for the necessary delays and heavy expenses of transhipment and land transit, it is clear that no change of route could be effected, even with all other advantages and facilities equal to the present route; and, to be sure that I am right, I will take the calculations of Professor Wittich, of London University, which I find agree with my own.

The calculations were made for a comparison with a proposed canal at Nicaragua, being the centre of the three proposed routes.

COMPARISON NO. I.

From England to Valparaiso, via Cape Horn.	Distance in miles.	Days required.
From England to the Canaries	1,400	14
[Variable winds; south-westerly and north-westerly prevail. A regular current, of moderate strength, south of 42° N. lat., sets towards the south.]		
Thence to the region of the calms, or 6° N. lat., leaving the Cape Verde Islands to the southward	1,500	14
[North-easterly trade-winds; not quite regular, nor blowing always with force. Current running with considerable force south or south-west.]		
From 6° N. lat. to the Equator	500	8
[The region of the calms varies from 2° to 10° of lat. in width; its average breadth is 5¼°. Calms, interrupted by squalls. It takes commonly eight days to pass through it.]		
From the Equator to Cape Frio	1,500	14
[South-east trade in winter, interrupted frequently by north and north-westerly winds. Near the Equator, the equatorial current running west; and in certain seasons, with great force south of 6° S. lat. The Brazil current setting south, moderate.]		
From Cape Frio to 40° S. lat.	1,100	12
[Variable winds; north-westerly and south-westerly prevail at certain seasons; and at others, north easterly. Slight current setting to the south.]		
Thence to Statenland	1,000	16
[Very variable winds; gales from the west. Current running northward with moderate force. Slow navigation, (Capt. King).]		
Thence to 60° S. lat. and 65° W. lon., and around Cape Horn. ...	840	21
[South-westerly and north-westerly winds prevail greatly, and blow with great force, except in June and July, when easterly winds are frequent. Current setting to the east, and sometimes with considerable force.]		

Thence to 46° S. lat., close to the meridian of 85°..........
[North-westerly and south-westerly gales prevail to a gre
extent. The current is slight, and sets commonly southward.]

Thence to Valparaiso..........
[Southerly winds are almost continual during the summer;
winter, northerly winds prevail to some extent. Current ru
ning to the north-west moderate.]

From England to Valparaiso, via Proposed C

From England to 26° N. lat. and 30° W. lon..........
[Variable winds; south-westerly and north-westerly prev
A slight current south of 46° N. lat., setting to the southward

Thence to the straits between the Island of San Lucia and S
Vincent..........
[North-easterly trade less regular and weaker towards the
continent, but stronger and more regular near America. Setti
westward.]

Thence to San Juan de Nicaragua..........
[Easterly and north-easterly trade-winds in winter, blowi
with force; in summer, light, and interrupted by westerly wind
Current setting westward moderate.]

Passage through the canal..........
[Towing by steam power through the canal and river, an
sailing through the lakes.]

From Realejo to Guayaquil..........
[Very variable winds, commonly light; those from the sout
more frequent than others; frequent calms, but of short dur
tion. A current setting south-westward from Panama Bay
Galapagos.]

Thence to Callao..........
[The track of the vessel along shore. Southerly winds of mod
erate strength. Current setting along the shore to the northward
moderate, slow navigation.]

Thence to Valparaiso..........
[The prevailing winds, from south south-east to south-wes
interrupted only by calms, which sometimes continue for thre
or four successive days; in winter, by light northerly winds. A
moderate current sets northward along the coast. The track o
the vessel does not lie along the shore, but runs off to the south
easterly trade-winds; and, by their aid, the parallel of Valpa
raiso is obtained.] [The average passage from Callao to Valpa
raiso is about three weeks, (Usborne).]

Showing 11 days and 482 miles in favor of the Nicaragu
across Panama would increase the difference about 300 mo
be equal to the delays, expenses, and damage of bre
transhipment and transit across, while the Tehuantepec r
the distance in favor of the Cape route.

Owing to favorable trade-winds and currents, the hom
England would be 168 miles in favor of the Cape route.

COMPARISON No. II.

From Sydney to England, via Cape Horn.

	Distance in miles.	
From Sydney, round Cape Horn, to the Strait of Le Maire, passing south of New Zealand	5,830	5
[Variable winds; mostly from the west and north-west. In the middle of the Pacific a current setting north-east, occupying 1,500 miles in width.]		
Thence to 40° S. lat.	1,000	1
[Variable winds, mostly from the west of the meridian; north-westerly gales. Current setting northward, with moderate force.]		
Thence to Cape Frio	1,100	1
[Very variable winds, shifting frequently in a day to all points of the compass, and interrupted by calms; north-easterly gales. Slight current setting to the south.]		
To the Equator	1,800	1
[South-east trade, but frequently interrupted by north-easterly and north-westerly winds, especially from November to April. Current setting to the south, and with some force.]		
Passage through the region of calms	360	
Thence to 30° N. lat. and 40° W. lon.	1,700	1
[North-west trade, sometimes interrupted by north-westerly winds. Slight current setting to the north-west.]		
Thence to England	1,240	1
[Variable winds; south-westerly and north-westerly prevail.]		
	13,030	13

From Sydney to England, via Proposed Canal.

From Sydney to 120° W. lon., between 36° and 33° of S. lat., passing to the north of New Zealand	4,500	2
[Variable winds; westerly and north-westerly prevail greatly.]		
Thence north-eastward to the shores of America, near Coquimbo	2,520	2
[Variable winds; easterly and south-easterly prevail to some extent. Current setting to the east, with moderate force.]		
From the parallel of Coquimbo to Callao	1,200	11
[Southerly winds; varying between south, south-east, and south-west; in summer interrupted by calms, and in winter by light northerly winds. Current setting to the north, with strength. The track lies close in shore.]		
Thence to Guayaquil	900	5
Thence to Realejo	1,100	11
[Winds, &c., see Comparison No. 1.]		
Passage through the canal	278	2
[Winds, &c., see Comparison No. 1.]		
From San Juan de Nicaragua to Windward Passage	650	9
[In the Caribbean Sea, easterly and north-easterly trade-winds are always met with.]		
Thence to England	4,600	26
	15,048	138

Showing two days and 2,018 miles against the Nicaragua route. Panam would lessen, while Tehuantepec would increase this difference.

COMPARISON No. III.

From England to Singapore, via the Cape of Good Hope, durin

From England to the Cape, along the coast of Brazil, passin
Trinidada and Tristan d'Acunha..............................

[From the Equator south-east trade, blowing rather fr
eastern quarter, steady; but in winter frequently interrup
north-westerly and northerly winds. Near the Equator a c
running west, and at times with great rapidity.]

From the Cape to 105° E. lon., between 39° and 35° S. lat.

[Variable winds; westerly and north-westerly preval
great extent. Current setting east to 50° E. lon., with for

Thence to Anjier Point in Sunda Strait..............................

[South-east trade to 15° N. lat., and north of that p
south-east monsoon. Current setting north-west.]

Thence to Singapore..............................

[South-east monsoon, weak; calms.]

From England to Singapore, via the Proposed Canal, during

From England to San Juan de Nicaragua..............................

[Winds and trades as before described.]

Passage through the canal..............................

From Realejo to the Ladrones..............................

[North-east trade. Current setting to the west.]

From the Ladrones to Pitt's Strait..............................

[First north-east trades; then south-west monsoon;
calms. Current running in different directions.]

From Pitt's Strait, through Sallayer Passage, to Gaspar Strai

[South-east or east monsoon; westerly current; very d
ous navigation.]

Thence to Singapore..............................

[South-east monsoon, weak; calms.]

Making a difference against Nicaragua route of 3,488
the Ladrones through Balingtang Strait, would lessen
miles. Owing to trade-winds and currents, the ho
Singapore to England, via the proposed canal, wou
than the outward; whereas the homeward voyage, v
Hope, would be 1,230 miles and 17 days less than th

COMPARISON No. IV.

From China to England, via the Cape of Good Hope, in the
Monsoon.

From Macao or Hong Kong, through the Chinese Sea, to the
tor..............................

[North-east monsoon blowing with force. Strong curren
ting to the south-west.]

Thence to Sunda Straits, 12° S. lat..............................

[North-west or west monsoon; short calms in the sea be
Borneo and Sumatra. Current running south with force.]

g the South-east Monsoon.

	Distance in miles.	Days required.
near		
......	7,780	75
the ed by current		
......	4,220	26
to a n.]		
......	1,740	12
rallel,		
......	560	5
	14,300	128

the South-west Monsoon.

......	5,900	45
....	276	2
....	8,600	54
....	680	7
short		
....	2,600	19
nger-		
....	380	4
	17,786	131

miles. To pass from
this difference 1,160
meward voyage from
ld not be less distant
ia the Cape of Good
outward voyage.

Season of the North-east

Equa-		
....	1,320	9
s set-		
....	750	5
ween		

	Distance i miles,
Through the region of the south-east trades to 27° S. lat. and 50° E. lon.	3,900
[South-east trade, veering much to the east, but sometimes weak and interrupted. Current setting to the west, moderate.]	
From thence to the Cape.	1,560
[Variable winds; south-easterly and southerly prevail. Current setting to the west and south-west.]	
Thence to England.	8,500
[Winds, currents, &c., before described, see No. 2.]	
	13,960

From China to England, via the Proposed Canal, during the South-west M

From Macao to Formosa Straits, and then to 30° N. lat. and 139° E. lon.	1,180
[South-west monsoon, blowing with considerable force. Strong current setting to the north-east.]	
Thence to 130° W. lon., between 30° and 35° N. lat.	5,250
[Variable winds; south-westerly and westerly prevail to some extent.]	
Thence to Realejo.	3,800
[Variable winds; northerly, north-westerly, and north-easterly are most frequent; gales occur frequently. A rather strong current runs from December to April south-east, and from May to November north-west.]	
Passage through the canal.	278
From San Juan de Nicaragua to England.	5,050
	15,558

Difference of 2,228 miles and 22 days against the Nicaragua route.
ward voyage from England, via the Cape of Good Hope, would
miles greater distance than the homeward voyage from China,
eight days more time for its performance. Comments are unnec
figures and the facts settle the question. Here too are distances all be
capacity of vessels to carry fuel, and the time cannot be diminished

We will now take a view of our own position relative to these
routes, the intended object of which would be to facilitate and incr
commerce and intercourse with Asia. Now let us see what that c
amounts to, and if the object can be gained.

	Vess
The entries at the customs for 1845 show that that year we employed in commerce with the Dutch East Indies.	10
Ditto British East Indies.	26
Ditto Manilla and Philippine Islands.	9
Ditto China.	50
Total.	95

IMPORTS AND EXPORTS FOR 1845.

			Imports.
From and to the		Dutch East Indies.	$563,608
"	"	British East Indies	1,276,534
"	"	Australia	....
"	"	Manilla and Philippine Islands.	638,059
"	"	China.	7,285,914
Total.			$9,764,115

Showing a balance against us of $6,600,67
specie, but most generally by bills on Londo
corn would pay this balance, if it could be g
the present, and these proposed routes, woul
loss, and the great distance must prevent an
commerce, and still leave this yearly balance
distances to China (our principal interest bein

From New York to San Juan de Nicaragua is not
Thence through the canal.............................
From Realejo to Canton, between 10° and 20° N
mosa Straits..

[North-east trade; north-east monsoon. Curr
west frequently with force.]

The following, from the *Commercial Adve*
1849, confirms my calculations of distances
Waterman has in this and other ships made
York in about the same time and distance.

"Rapid Sailing.—The splendid ship Sea Witc
on Sunday, in seventy-five days from China, hav
the world in 194 sailing days. During the voya
rect passages on record, viz:—69 days from Nev
from Callao to China; 75 days from China to N
servation from New York to Valparaiso, 10,586
hour. Distance from Callao to China, 10,417 mil
Distance from China to New York, 14,255 miles;
(consecutive) days' run, 2,604 miles; average 11

Owing to the influence, power, and control
our commerce with Asia is limited, as the stat
which may also be considered as limited, and
bear the climate through which they are exp
consequent upon the long voyage. But this c
to an extent and variety almost beyond the p
estimate, provided a means of transit and inter
parallel of latitude that would shorten distan
and through a climate which would protect a
from injury, decay, and destruction; which gre
gained across the Isthmus, and to attempt it w
attempt at our own expense to divert from our
commerce which commands the world.

I have shown that a communication across t
ent alone for its support upon the present co
which the statistics show would be insufficient
means of intercourse with California and Ore
and would be sustained.

Until a better and more direct route across the
it would no doubt facilitate the migration of th
pay an expensive transit; but the number of th
diminish within twelve months, and those who
make the voyage around the Cape. When the
nia shall have settled itself down to an actual la

5, which is paid in part with
s. Ten millions of bushels of
otten there; but the climate of
l render the adventure a total
y considerable increase of that
against us. We will take the
g there) as the comparison.

than that..........	2,500	miles.
....	278	"
lat., through For-		
....	10,260	"
ent setting to the		
	13,188	"

tiser of this city of March 28,
y actual performance. Capt.
he voyage from China to New

h, Capt. Waterman, arrived here
ing performed a voyage around
e she has made the shortest di-
York to Valparaiso; 50 days
ew York. Distance run by ob-
miles; average 6 2-5 miles per
e; average 8 5-8 knots per hour.
average 7½ per hour. Best ten
-10 per hour."

which England holds over all,
stics show, except with China,
confined to articles that can
ned, as well as the expense
ommerce might be increased
wer of human calculation to
ourse could be opened on a
e and time, lessen expenses,
imal and vegetable products
t objects it is plain cannot be
uld be fruitless, and but an
own possessions and control a

e Isthmus must be depend-
merce of the Pacific slope,
; but it is urged, that as a
on it is absolutely necessary,

continent can be established,
t class who have means to
t class will no doubt greatly
hem go will, to save expense,
gold production of Califor-
or basis, we shall find that

the avails of that labor will be used and expended there wh
the amount of our commerce and intercourse must depend
amount of our own products, which their wants may dem
has fully demonstrated that commercial routes are sustain
ing the products of the soil. Take as a comparison our com
our ships go out empty and come home full with teas, &c
merce with Europe also, it is our cotton and flour, our p
hemp, &c., &c., which fills our outward bound vessels; wh
would comparatively be empty, were it not for the great
gers. Nature has prohibited such an intercourse or comm
two slopes of these two continents. And until a direct rai
would be the thoroughfare for the intercourse and commer
is opened and established, that intercourse must be limite
cles of manufactured goods which we may be enabled to s
their gold, their fish and oil.

CHAPTER V.

Selection of Route—Objects and motives—Length of route—Wh
tances from Atlantic cities to Prairie du Chien—To China an
same places—Steam—Sail vessels—Doubts and fears continued
tion of controversy—Comparison of routes—Explanation—D
&c.—General Kearny's route—Gila River—Memphis route—
veston route—High charge for freights exclude commerce—I
merce—Carry corn for 25 cents a bushel—Southern advantage
No rains—Removed Indians—Lands unequal to furnish means
nel Emory's report, with elevations—St. Louis route, &c.—
timore and all north—St. Louis can connect—Her local, com
vantages—Mr. Foot's amendment—A northern branch—Its ad
of settling the country—Views of Captain Wilkes—Captain F
modities from climate—Snows—Committees' report—Statem
and R. Campbell, Esqs.—Judge Thornton and D. White's statem
lines of Colonel Fremont of routes and of snows.

RELATIVE TO THE ROUTE FOR THIS GREAT HIGHWAY

All the committees in Congress, which have examine
this subject, have been of the opinion that, as I propose to
and take upon myself the responsibility of making them
for the construction of the road, the location of the rou
me, and that interest and necessity would force a selectio
interests of all the United States; that were an attempt m
locate a route, it would require numerous surveys, during
the first part of the route, with the only timber and facili
ment of almost the entire route, would most certainly p
posal of the government, and could not be applied to th
tional interests would be excited, rendering it almost or q
Congress to select a route, and, should one finally be fixed
where the lands would not furnish the necessary means fo
timber and material, with facilities for the work and fo
the country, might not exist, rendering the accomplishme
possible; therefore the bill reported, and here appended,
route. It sets apart and sells to me the land for the road,

gan, or the Mississippi River, to the Pacifi
mation will be found in the report appende

Having no other object in the route tha
the work—having devoted years exclusivel
subject, explorations of the country and st
just then to ascertain the route best for th
a route where I was willing to hazard a wh
upon myself the entire risk of success, th
felt (without vanity) that my experience an
by committees in Congress and the Legisla
should have been entitled to a considerati
examination of the subject before pronoun

Nature and circumstances combined, h
route where I can see any hope for success, o
great objects we aim at—the only route wh
plish this great work at all, under any plan

In my examinations of this vast subje
points of consideration were the means a
public lands the route must be through, to
I found the only available lands for the wor
route—the only route possessing direct an
intercourse with, the principal Atlantic ci
furnish, on the commencement of its line, t
and for the settlement of the country for
route which would shorten the distance b
force a change to it—the only route wher
take our vast products from the soil to the m
where all the streams, from ocean to ocean,
route which could carry and sustain almost
it to the Pacific Ocean—and finding here a
exist on any other route, I did feel that I c
ture's God had made this to be the grand hi
all mankind.

I found this, too, to be the shortest acros
all the Atlantic cities could connect by railro
than any other route, as the figures will sho

We have the actual measurement of the present
Colonel Fremont, as his maps and report show,
to Wallah Wallah. ......
[Which he says "may be shortened and
much improved."]
From my own examination personally, and from
may be built on a line from the lake to join wi
Platte River, and add to the above distance
ence in longitude, which is 4° a 50 miles. ......
From Wallah Wallah to Puget Sound, a good ro

Total to the Pacific from Lake Michigan, wit
the present emigrant route. ......

From my personal examinations of a part, a
Here a better and shorter route may be had
it can be bridged, at White River, and then
waters of the Yellow Stone and Missouri, to
Columbia to Puget Sound; having the same

Ocean." The views of the com-
d, No. 1.
the successful accomplishment of
y to the examination of the whole
ears, with no other motive or ob-
e interests of our whole country—
ole life, a fortune and all—asking
ensation bestowing nothing, I have
d opinions, so strongly supported
ces of two-thirds of all the States,
en sufficient to have induced an
ing against the route.
ve forced me to select the only
r possibility of accomplishing the
ere I believe it possible to accom-
or from any source of means.
t, the first and most important
d route—the means being the
make them available; and when
k on the line of the *only* feasible
d cheap means of transit to, and
e—the only route which could
mber and materials for the work
almost the entire line—the only
tween Europe and Asia, so as to
the climate would permit us to
rkets of all Asia—the only route
could be bridged—and the only
an entire line of settlement with
d these advantages, which do not
uld not be wrong, and that na-
ghway, to civilize and Christianize

e our continent, and with which
ed more easily, and equi-distant,
y.

ngineers' route, by
from Westport, Mo.,
.... 1,878 miles.
measurement of surface

ations, I find a road
the present on the
y the actual differ-
.... 535 "
ns, at not exceeding 200 "
all the windings of
.... [illegible] "

d good information of all, I be-
by crossing the Missouri where
follow White River to the head
nd down the Salmon River and
terminus at both the lake and

---

the Pacific would be considered as identical with th
about 900 miles shorter than through "the South P
Take the route through the South Pass as I have
and deduct 910 miles for the distance from the lak
Mississippi, and we have, from the Mississippi to the P
from the following Atlantic and Gulf cities to the cro
at near Prairie du Chien, is, by actual surveys for ra

	Miles.	From New Orle
From New Orleans or Mobile..	830	the Pacific ..
Charleston....................	1,036	From Charles
Richmond....................	950	Richmo
Washington..................	988	Washingt
Baltimore....................	946	Baltimor
Philadelphia.................	1,041	Philadelp
New York....................	1,141	New Yo
Boston........................	1,341	Boston

Placing New Orleans or Mobile but 2,650 miles, w
be 2,961, and Boston 3,161 miles from the Pacific—
tance, not including New Orleans and Boston in the
of uninterrupted intercourse, where all the streams o
and every Atlantic city to the Pacific Ocean.

And to	Japan..............	4,000	miles	would be to	Ja
	Shanghae in China.	5,400	"	"	Ch
	Australia..........	6,000	"	"	Au
	Singapore..........	7,660	"	"	Si

To and from England add the distance and time seve
at about 3,000 miles.
All of the intercourse and commerce with the pl
may be carried on by steam from Oregon because th
would be close to the coast all the way round, and
couver's Island, Japan, China, Formosa, and the hi
and for sail vessels the winds would be favorable
to China would have favorable trades, while the
made by the variables in higher latitudes and shor
we can accomplish the great objects we desire. C
work, and with it comes the mighty revolution of th
globe, and all without the cost of one dollar to the
doubts and fears. One section fears it may not ge
benefits sure to flow from it to all; and one want
Now, as I have devoted my whole time to this subj
I understand it in all its points and interests; my
to benefit all. It is quite possible that I may have
ject as impartially and understandingly as I coul
influenced by sectional or other motives, and I no
the whole subject of route before the people just
found it; and I feel the duty the more imperative
to be made a question of controversy, influenced
ests, it is clear, I think, that this great work must
I do hope and pray that the people may examin
before making it a subject for controversy, and wi
to place before the reader the different routes prop

principal, is the one taken by General Kearny from Fort Leavenworth, via Santa Fe and the Gila River, to San Diego; and it is fortunate that the able report of Col. Emory gives us full information, and the more so because the other proposed routes run into and follow this. He makes the distance from Fort Leavenworth to San Diego 1,916 miles. Before his description of country, elevations of route, &c., I will describe the routes proposed to run into this; and first, is one to start from Memphis, Tennessee. A convention is there called (to consider the subject) for the 4th of July next.

Now, as Memphis is nearly 8° east and 2½° south of Fort Leavenworth, and as the route must run up through a mountain range to Gen. Kearny's route, 250 miles must be added, making 2,166 miles. The route of the Gila is evidently not practicable. Gen. Kearny said in his report, "If a tolerable wagon road to its mouth from the Del Norte is ever discovered, it must be on the south side. The country is destitute of timber," &c. Col. Cook's route, which diverged south, all on Mexican soil, and came on to Gen. Kearny's route at the Pimos village, must have increased the distance at least 100 miles, making 2,266 miles.

The second, from Fort Smith, in Arkansas, via the Canadian River. General Arbuckle, from Fort Smith, November 20, 1848, "thinks the distance to Santa Fe to be 200 miles less than from Independence, Mo., to Santa Fe," which would be......................	1,716 miles.
Add for Colonel Cook's detour..................................	100 "
From Memphis to Fort Smith it would be difficult to construct a railroad. Owing to the flooding of the streams and inundation of the country, it would be almost impossible; but this distance could not be less than..................................	250 "
This distance by river would be about 600 miles...............	2,066 "

And the Arkansas, not always navigable. By both of the foregoing routes, the distance to San Diego exceeds that from Lake Michigan to Puget Sound.

The third, and last, is to join Gen. Kearny's route at "the Paso," from Galveston, in Texas. It is said to be not over 600 miles to "the Paso," but this must be erroneous, because Galveston is a little below the parallel of 30° and 94½° west longitude, and "the Paso" on the parallel of about 32°, and between 106° and 107° west longitude, about 12½° of longitude.

And it is not probable that a railroad route could be found less than.	700 miles.
Distance to San Diego..................................	887 "
Total..................................	1,587 "

This would be, in fact, in great part out of our own country, and so distant from, and difficult of access to, all our Atlantic and interior cities, that our agricultural, commercial, and manufacturing interests would be excluded from its benefits, and the distance from Europe to Asia increased over that of the Memphis route, and the harbors of Galveston and San Diego unequal to accommodate such a commerce, with a climate destructive to animal and vegetable products.

We are now at San Diego with all the southern routes, and, taking the passage out and in, fully 1,200 miles further from China than if at Puget Sound. And it will be seen that these routes are sectional, confining their benefits and giving almost exclusive advantages to all south of Norfolk, as the figures will show. Norfolk, by routes proposed through North Carolina and Tennessee, would be 850 miles from Memphis, or 2,216 from San

Diego, and Charleston 732 from Memphis and 2,998 from San Diego; while Baltimore, Philadelphia, New York, and Boston could not participate in the benefits of the road, except through Norfolk and Charleston, and all the interior cities, Louisville, Cincinnati, Pittsburgh, Cleveland, Buffalo, Detroit, Chicago, and St. Louis would be a very considerable distance further from Memphis than from Prairie du Chien, and further from the Pacific. And with one exception, in Illinois, all the railroads now being constructed or projected in Ohio, Indiana, and Illinois are directed towards Prairie du Chien.

We make it from Charleston to San Diego	2,998 miles.
Thence to China	5,500 "
From London to Charleston	3,760 "
From London to China, via Charleston and Memphis	12,258 "

The river could not be bridged at Memphis, and would cause heavy expenses for transhipment and ferriage, with delays and damage; and as the lands on the line cannot be made to furnish the means for the construction of the road, tolls must be made to provide for the interest on its cost, making a transit so high as would exclude commerce. Were it possible to make a safe depot at Memphis and at San Diego, and the climate would not destroy animal and vegetable substances, the necessarily high tolls would exclude the products of the Mississippi valley; the tolls on a bushel of corn could not be less than fifty to sixty-five cents, and other freight in proportion. It would, therefore, be a road exclusively for travel.

Now let us see how Charleston would stand on the northern route:—

From Charleston to Prairie du Chien	1,096 miles.
Thence to Puget Sound or San Francisco	1,820 "
Thence to China	5,400 "
From London to Charleston	3,760 "
From London to China, via Charleston and northern route	12,076 "

With a road from Prairie du Chien requiring tolls sufficient only for its operation and repairs, and would carry a bushel of corn for twenty-five cents, which low tolls, with the great saving of time, would force the commerce and intercourse of the world over it; and Savannah, Charleston, and Norfolk, with their roads running to Tennessee and the Ohio and to Prairie du Chien, the favorable grades of which would enable them to compete successfully with Baltimore, Philadelphia, New York, and Boston, not only for the carrying of the vast commerce of Europe with Asia, but also for the carrying of the immense products of all the Mississippi valley to the Atlantic; and the northern route, which they would join east of the Mississippi, could not fail to give them the control of all west of it.

It appears, from all the various and extensive information which I have been enabled to obtain, and all which fully agrees with Col. Emory's report, that the country, after passing the meridian of about 98° west to San Diego, a distance of 1,600 miles, is too poor to sustain population, and in no part of this immense distance would the earth produce, except from irrigation, and the amount of country where the streams furnish the means for irrigation is limited, and already occupied. Many streams dry up, and lose themselves in the sand.

Between the commencement of these poor lands and the western line of Missouri and Arkansas, the country is occupied by the tribes of removed

Indians, with the faith of the nation pledged that they shall not be disturbed; and in Arkansas there is no land available on any line or route which may be selected, and no material or facilities for the construction of such a work. And it appears plain to me that on these routes there is neither the lands to furnish means, or material or facilities for such a work, or for the settlement of the country, nor do the necessary materials and facilities exist convenient to the route; a country so poor, without rain, that it would not authorise the outlay required even if possible to accomplish the work at all, because settlement and production could not be materially increased by it. I will submit Col. Emory's own description, with elevations.

It appears that "the Raton," the mountains crossed before arriving at Santa Fe, are higher than "the South Pass," with winters quite as severe and as much snow, and the elevation of Santa Fe 6,846 feet. Col. Emory says:

Page 11.—"As you draw near the meridian of the Pawnee Fork, 99° west of Greenwich, the country changes, almost imperceptibly, until it merges into the arid, barren wastes, described under that section. The transition is marked by the occurrence of *cacti* and other spinous plants, the first of which we saw in lon. 99°."

Speaking of the river, the Pawnee Fork, at Bent's Fort, he says,—

Page 12.—"The bottom land, a few feet above the level of the water, varies in width from half a mile to two miles, and is generally covered with good, nutritious grass. Beyond this the ground rises by gentle slopes into a wilderness of sand hills on the south, and prairie on the north.

"The soil of the plains is a granitic sand, intermixed with the exuviæ of animal and vegetable matter, supporting a scanty vegetation. The eye wanders in vain over these immense wastes in search of trees; not one is to be seen. The principal growth is the buffalo grass and cacti, in endless variety, though diminutive."

"The buffaloes are sometimes driven by the severity of the winter (which is here, as at 'the Big Timber,' intense for the latitude) to feed upon the cotton-wood of this place."—P. 12.

"We are now in what may be called the paradise of that part of the country, between Bent's Fort and San Miguel; and yet he who leaves the edge of the Canadian or its tributaries, must make a good day's march to find wood, water, or grass. Elevation, 6,112 feet."—P. 20.

Page 23.—"August 11, elevation 6,945 feet."

"August 12. The plains are almost destitute of vegetation. The hills bear a stunted growth of pinon and red cedar; elevation, 6,670 feet."—P. 24.

"(Santa Fe.)—On leaving the narrow valley of the Santa Fe, which rises from 2,000 feet to a mile or two in width, the country presents nothing but barren hills, utterly incapable, both from soil and climate, of producing anything useful. The valley is entirely cultivated by irrigation, and is now covered with corn. Five miles below the town, the stream disappears in granitic sands."—P. 34.

"Oct. 8.—The valley of the Del Norte, as we advance, loses what little capacity for agriculture it possessed. The river commences to gather its feeble force into the smallest compass to work its way around the western base of Fra Cristobal mountain.

"For the last night or two it has been unusually cold, the thermometer ranging from 25° to 32°; but during the day it mounts up to 75° and 80°; lat. 33° 29' 30"."—P. 53.

"Nov. 2. The thermometer at daylight 25°."—P. 72.

"Nov. 12. Looking from our camp north, 10° west, you see a great plain with mountains rising in the distance on each side. This prospect has induced some travellers to venture from here in a direct line to Monterey, in California; but there is neither grass nor water on that passage, and thirst and distress overcame, undoubtedly, those who attempted it."—P. 83.

"From information collected from the Indians and others, it appears that we shall meet with no more grass from this to the settlements, estimated 300 miles distant."—P. 88.

"Nov. 16. The night was cold. Thermometer at 6 A. M. 20°; lat. 32° 55' 09", lon. 113° 25' 25"."

"Nov. 21. The plains are now almost entirely of sand, and composed of sandy and calcareous loam, with iron pyrites and common salt.

"Nov. 22. The day was warm, the dust oppressive, and the march 22 miles, very long for our jaded and ill fed brutes. The general's horse gave out.

"Nov. 23. We did not move camp to-day, in order to make a raft, and gave our mules an opportunity to take what little grass they could before taking the desert of 90 miles, which lies on the other side of the Colorado, and between us and water."—P. 95.

"Nov. 24. The country from the Arkansas to this point, more than 1,200 miles, in its adaptation to agriculture, has peculiarities which must for ever stamp itself upon the population which inhabit it. All of North Mexico, embracing New Mexico, Chihuahua, Sonora, and the Californias, as far north as the Sacramento, are, as far as the best information goes, the same in the physical character of its surface, and differ but little in climate and products.

"In no part of this vast tract can the rains from Heaven be relied upon to any extent for the cultivation of the soil. The earth is destitute of trees, and in great part also of any vegetation whatever. A few feeble streams flow in different directions from the great mountains, which in many places traverse this region. These streams are separated sometimes by plains, and sometimes by mountains, without water and without vegetation; and may be called deserts, so far as they perform any useful part in the sustenance of animal life.

"The cultivation of the earth is therefore confined to those narrow strips of land which are within the level of the waters of the streams, and where practised in a community with any success or to any extent, involves a degree of subordination and absolute obedience to a chief, repugnant to the habits of our people.

"Departing from the ford of the Colorado in the direction of Sonora, there is a fearful desert to encounter. All accounts concur in representing the journey as one of extreme hardships, and even peril—distance represented at from four to seven days' journey."—P. 98.

"The southern termination of this desert is bounded by the Tecate chain of mountains and the Colorado; but its northern and eastern boundaries are undefined, and I should suppose, from the accounts of trappers and others who have attempted the passage from California to the Gila by a more northern route, that it extends many days' travel beyond the chain of barren mountains which bound the horizon in that direction."—P. 104.

"We are still to look for the glowing pictures drawn of California. As yet, barrenness and desolation hold their reign.

"Dec. 11. Our road leading through a rolling country, of light black soil, destitute of trees, and without water."—P. 112.

"Dec. 12. At San Diego."

Speaking of Alta California, he says, page 125,—

"The surface covered with vegetation is difficult to estimate, and perhaps it is unimportant that an estimate should be made, since the productiveness of these regions depend on other considerations than smoothness of surface and character of soil. The rains cannot be depended upon, and the tiller of the earth depends upon irrigation from the mountain streams for his crops. The extent of ground capable of tillage is thus reduced to very narrow limits, easy of computation. A knowledge of the water courses, their fall, volume, and extent, and the quantity of land on their margin, within the level of those waters, are the data on which to base the computation.

"Taking this as a guide, an inspection of the accompanying map will give a general idea of the extent of arable land, sufficiently correct for all practical purposes; but in candor it should be said that many streams laid down in it disappear in the sand, while the rocky cliffs, forming the banks of others, render irrigation sible. The scale upon which the map is projected is too small to r these accidents of the ground."

The elevations of this route were taken by Lieut. Emory daily, and of eral times in a day, commencing on the Kansas River, 880 feet above the running up to 7,754 feet, where they crossed "the Raton," Aug. 7th, nine d fore their arrival at Santa Fé, over a variety of surface. Elevation of S 6,846 feet. Then in nineteen days over a variety of surface, descend t feet, and in five days up to 6,107 feet. The next day down to 4,567 f then varying up and down to the Colorado, 176 feet above the sea. Th tween that and the Pacific over a pass 2,050 feet, then immediately d the ocean—

Rising on	July	30........	20	miles,	to average	12	feet per mile
"	August	5 to 7...	30	"	"	33¼	" "
"	"	7........	7	"	"	38¼	" "
"	"	9........	47	"	"	85	" "
"	Sept.	21........	40	"	"	49½	" "
"	"	23........	46	"	"	44½	" "
"	Oct.	17........	38	"	"	33	" "
"	"	20........	8	"	"	185	" "
"	Nov.	1........	10	"	"	130	" "
"	"	6........	36	"	"	43	" "

From the Colorado to the ocean—

"	Dec.	1........	18	"	"	141½	" "
"	"	6........	10	"	"	282¼	" "

It is hoped the reader will have patience for one more route.

It has been proposed to start from St. Louis, and the route must the Kansas and Platte Rivers to "the South Pass."

Were it possible to get a straight line, the distance would be ab same, as will be seen from the map appended, No. 2, as from Lake Mic but the face of the country and the streams to be bridged is such, th necessary windings would increase the distance, so as to very much that of the route from the lake.

Through Missouri the lands are occupied, and beyond the line State for about 150 miles is occupied by the tribes of removed Indian the faith of the nation pledged that they shall not be disturbed. Th is generally good, particularly the bottoms of the Kansas, with a sma of timber (cotton-wood), beyond which to the mountains, and beyond is no timber, and the land poor. Now it is clear that the lands upo route could not be made to produce the necessary means for such a and it is proposed that it shall be a government work, setting apa half of the proceeds of all the lands sold by the government for th pose, which, until the 18 to 20 millions of acres of soldiers' bounties a posed of, cannot amount to more than about one million a year, the which would be only sufficient for surveys and explorations. The c through which the route would pass, that part which might sustain p tion were a road constructed through it, has not the timber and mate the road, or for settlement upon it, and can be supplied only by and w road as its construction might advance, all from its starting point. who have examined the subject know full well, that in all Missouri a nois there is a deficiency in timber, and as the country becomes settle will not be sufficient for agricultural purposes, buildings, and fences. is also well known that both of these States are almost entirely desti

timber suitable for a railroad, or for the covering and finishing of buildi
and could not supply the wants for this road, and the country on its
From whence, then, must come the immense amount of timber and mate
required for the construction of the road, and the settlement of 1,900 to 1,
miles of a country, now entirely destitute! Why, it must all come from we
ern Wisconsin, brought first to St. Louis, and then on by the road.

It is no small affair to construct 2,000 miles of railroad even throug
settled country, with material and all necessary facilities at hand, capital
all; but to build a railroad 2,000 miles through an entire wilderness 1,90
1,400 miles, without timber or material for the work or for necessary se
ment, and to make this wilderness furnish the means for the work, is a g
er work than has before been undertaken; and if not commenced fro
point where cheap and frequent intercourse with the Atlantic can be h
where timber, materials, and facilities for the entire work, and for settle
do not exist, equal to the magnitude of the work itself; then, I say and
lieve, I shall be sustained by every sound and experienced mind—by e
experienced engineer who will examine the subject, that the accomplishm
of such a work is impossible.

A route from St. Louis would be sectional, as can be seen from the
appended, No. 2.

Norfolk and Richmond are to be connected with Cincinnati, Louis
and Portsmouth, by proposed railroads, and from Cincinnati to "the S
Pass," via St. Louis, would exceed in distance the route via Prairie du Ch
Baltimore would connect with Wheeling, and Philadelphia with Pittsb
and Mansfield, Ohio; and from Wheeling or Pittsburgh to "the South P
via St. Louis, would exceed, by 300 miles, the route via Prairie du Chie

Savannah and Charleston, via the St. Louis route, would have an ad
tage in distance over the northern cities, so great as would verify the o
ion of a gentleman of Charleston, that "its effect would be to throw al
the whole of it into the lap of the nearest seaport that can connect by
road with its terminus"—as he then supposed, at Lake Michigan. St. L
can connect with it by the river and by railroad long before arriving at "
South Pass," and the route as short as if direct from St. Louis to "the P
and St. Louis will also connect with the roads from the south and east; w
if important local, commercial, and other advantages are offered by
Louis equal to the difference in distance, then that distance will not be l
ed, and that will be the route for all who prefer it. Should the amend
proposed by Mr. Foote be adopted, and the work carried out, it would
to St. Louis and Missouri great advantages.

It is, and has been my desire that every section and interest of our w
spread country may participate equally in the great benefits to flow from
work. Nature, not myself, has prepared the way and the means, and I t
it very clear there is no other way than the one proposed, and surely
other, as the figures show, where all can equally participate. The
Mr. Foote, of Miss., has proposed an amendment to my bill, which app
to suit the views of some gentlemen South; and the North, I think, a
oppose it. It proposes that, after crossing the Missouri River where it ca
bridged, a branch shall be constructed, running south to the waters of
Red River and to the Paso, or some more northern pass, (if any,) to
Diego or San Francisco. That this branch shall be completed to the
River first, then both shall advance together, and the surplus lands, from
lake eastward, held as a reserved fund, shall be applied equally to the

So far as the lands are suitable for settlement, the road can be
would certainly be a benefit to the nation. Could it reach Santa
further south to "the Paso," it would be the only means of se
vast country, so far as it is capable of settlement and production;
it ever reach the Pacific, it would accommodate all that part of
both our possession and those of Mexico. It would be a route
but not of commerce. As it is my desire that all sections and inte
not only be benefitted, but accommodated also, and as my whole
voted to this work, I have assented to Mr. Foote's amendment, and
my friends will support it. Capt. Charles Wilkes, of the United St
who explored the Pacific coast, harbors, and much of the country, h
kind as to interest himself in my efforts, and has published a ver
ing pamphlet, entitled "Wilkes' Western America," giving the
of the whole Pacific coast; a more authentic, full, and better acc
any we have as yet had. I append (No. 40) his views of the di
posed routes of communication.

Those who are acquainted with the commerce of the world know
ence of climate upon the great staples which form that commerce, foo
and none know better than those who are interested in, and acquainted
vast commerce of the Mississippi valley, where the yearly damag
struction amounts to millions; in addition to which there are heavy
produce shipped from New Orleans to Europe, and northern marke
for instance, corn and wheat, which will average 25 per cent less r
that shipped to Europe from northern ports—on bacon, 15 per cen
beef, flour, tobacco, and all articles are deteriorated, and it is o
three months of the year that the shipment of many articles wou
nearly a total loss; hence it is, that corn for shipment to Europe c
mands 15 to 20 cents per bushel more at Norfolk than at New Or
a work like the one proposed, these vital considerations must no
garded.

In examining this subject I have feared that San Francisco wou
swer for the terminus, the climate being much warmer than that
lantic side—said to be 10° to 15° difference. From Capt. Porter,
and those who have resided there, I learn that it is impossible to
visions; and in the Sacramento valley the thermometer ranges a
110°.

I have, therefore, generally spoken of Puget Sound. From "
Paso," the distance to the two places is nearly equal; but the diffic
snow would be greater on the route to San Francisco. Mr. T
speaking of the incredible depth of snow on the Sierra Nevada, s
very remarkable fact, that the snow at this point, 38° 44′ N. la
much deeper than it is on mountains of a corresponding elevat
north." From the many inquiries I have made, from those who h
through the mountains in the winter, I am satisfied that as the pa
elevated, the snows less frequent and dry, there would be less d
the northern than on any more southern route, where, on the low
the winter is the rainy season, and on those more elevated woul
It will be found, too, from Col. Emory's report, that the thermomet
as low, at the same season of the year, on the Gila, as it did o
mont's route to the Columbia. In Mr. Pollock's report, append
found statements from Mr. Fitzpatrick, the celebrated mountain
has spent many winters in the mountains; also a statement fro

uilt, and
Fe, or go
ling that
and could
California,
of travel,
route may
life is de-
hope all
the navy,
s been so
y interest-
particulars
ount them
erent pro-

the influ-
d for man,
l with, the
s and de-
losses on
. Take,
turn than
t. Pork,
nly about
ld not be
often com-
ons. In
be disre-

ld not an-
of the At-
U. S. N.,
cure pro-
high as

the South
alties from
hornton, in
ys "it is a
is usually
on further
ave passed
ow are less
fficulty on
r ground,
l be snow;
r fall quite
s Col. Fre-
d, will be
guide, who
R. Comp-

bell, Esq., of St. Louis, who spent three winters in the mountain
the following statement from Dr. Elijah White, dated July 27, 18
"As to the objection raised in consideration of the snow, I have o
say, from the best advices received during a residence of two yea
of the mountains, in connection with my own observations, it is be
there is much less snow west of the mountains than the east; and as
pass in the mountains, I am not able to speak distinctly, but know th
British Fur Company send down large amounts of horses laden with f
January and February, annually, from Fort Hall, only 100 miles fr
great Pass, subsisting entirely upon the grasses indigenous to that co
I am of the opinion there is less snow in the Black Hills, and in the vi
of the Rocky Mountains, than is generally conceived, as I am credi
formed that the buffalo graze and range not unfrequently throughou
winter."

Col. Fremont personally, to whom I am indebted for much valuabl
mation, has told me that the difficulties from snow would be confi
short spaces, and those inconsiderable. He also assured me that the r
feasible to either the Columbia River or to San Francisco; he said "it
ticability is not to be named with the subject."

I have in my possession many statements and accounts from tho
have been to, and returned from, the Pacific, descriptive of country, c
snows, &c., and all corresponding with what has been published.

But can it be supposed that such a work, promising results so vast
lating to revolutionize the commercial world, and place it all under ou
trol, could be accomplished without toils and difficulties? The energ
our people are equal to its full accomplishment, with all its difficulties
it be commenced, and its progress and complete success will astonish the

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CHAPTER VI.

Objections to the project, with the answers to them—that too much may be gaine
lands would accumulate—Land monopoly—Individual enterprise—Individua
and influence—Power over laborers—Our country not old enough to embar
enterprise so vast—Road could not be sustained if built—High tolls—Am
business—Estimates of cost of tolls in Belgium, England, and our country—
freights or tolls from China to Lake Michigan and to the Atlantic cities—Co
with freights charged in ships—No constitutional objection.

In the foregoing pages I have endeavored to explain and compa
each other the different routes proposed for this great highway for n
to explain the plan by which I propose to carry out and accomplis
work; to show that the means which I ask for can be made availa
ample only by the work itself; and to show that the route which c
stances force me to take, is the only route for the accomplishment o
stupendous work, and I hope I have not failed in my attempt. But
are still other views, opinions, and objections to satisfy. There are th
fear I may gain too much by the work. In answer, I say the land i
worth little or nothing; but if of more value hereafter, that increased
would be derived from the results of my efforts and labor in buildi
road, and those who might purchase the lands on its line would reali

benefit of my labor and efforts; and it will be seen by th
ernment, holding the road, the surplus lands, and all, wo
prevent any evils or dangers from an accumulation of g
sary already awakened, before even the work is comme
be ascertained if the lands can be made to produce enough
the road, will not slumber to the end; and should there
that my reward might exceed the liberality of the people,
the power they would undoubtedly withhold the reward,
the hazard to be on my side. And if it is feared that the
be disproportioned to the extent and importance of the
ready to relinquish any claim I may have for a compe
people give me anything or nothing, as they please. If
me to be their instrument to accomplish this great work
no more.

For an answer to the objection on account of an
and land monopoly, I refer the reader to the committee
page 42. Land monopoly cannot prevail while there
millions of acres unoccupied. The lands on the line of
sold and settled or the road cannot be built, or continued
price demanded is beyond their actual value to the settle
not purchase, but go where he can do better. The work
lands remain as now—in the possession of the governme

The objection, because it is to be an individual enterp
most surprising. I ask, what works have our governme
could not have been done by individual enterprise in less
better, and cheaper, and more to the satisfaction and inte
at large! Take, for instance, the Cumberland Road, the
&c., &c. The reasons are obvious. There is no individual
sibility—the direction and management often pretended by
lation. Individual enterprise! It is one of the main pil
tions; and has it not always produced indebtedness, embar
taxation, and extensive evils whenever the General or S
have attempted the construction of any important work
been done by individuals! Individual power and influe
tutions is an absurdity, because each and every man h
powers, and privileges, and will not surrender them to, or
by another. Wealth, it is true, gives a man influence so
cised for the benefit of the many, and no longer. The m
wealth, and whenever its possessor attempts to exercise i
or interest, they put him down. He cannot stand again
with the same civil, religious, and political rights as himse
archy it would be different. Individual power and wealth
benefit the many and injure the rights of the crown. It
so exercised upon this continent—by Washington, Adam
cock, Jay, Franklin, and others. Their influence and
of individual power, was the birth of liberty. Since the
here has had no crown to contend with, and can produc
the people have not the power to control and regulate.

It has been objected, that it might give power and influ
ple, States, and territories through which the road would
who may buy and settle upon the lands on the line of the
their titles directly from the government, and just as

bill that the gov-
uld have power to
tion; and the just-
road, and before it
ompany to construct
be any probability
n they would hold
herefore I consider
ommunication only
e work, then I am
ation, and let the
hey will but allow
is enough. I ask

ulation of lands
support, amount,
are thousands of
the road must be
f built; and if the
be, of course will
would fall and the
t.
rise, is, to me, the
t ever done that
than half the time,
art of the country
building of ships,
interest or respon-
council and legis-
res of our institu-
rnment, executive
State governments
which could have
ce under our insti-
e the same rights,
men they be taken
long as it is ever-
any are jealous of
against their will
t the many, each
l. Under a mon-
might be used to
has been but one
n, Jefferson, Ham-
er, in the exercise
individual power
no influence that

ence over the peo-
ion. The people
road, would have
from any control

---

or influence which I might desire, or be charged with des
over them, as the people who are now daily buying and se
government lands. The route is through a waste, wildernes
is to be peopled and made States by the means of the road a

While there are no people except those who would be dra
the facilities which the road only can give, their interest wo
and identified with it. While a territory, Congress would c
when admitted a State, Congress will prescribe the terms and
the people, the lands, and the road become part and parc
subject to such enactments, laws, and regulations as all oth
property of the State, save such reservations as may be mad
So that the State and the people would hold the power ov
the road over the people. It being the only means of transit
Congress holding the power to regulate the tolls, interests wo
and could not conflict; and the day is past with us for any in
or body of men, to set themselves up against popular opini
interest. None such can stand. And in this case, at the will
Congress could at any time repeal the act, or make such amend
be necessary for the rights and interests of all; and if its manag
time should operate to the disadvantage of the people, there co
voice against the many, and a change forced to take place; a
have no exclusive privileges, the people, or the States through
pass, could, if they saw proper and necessary, build another b

The objection as to power over the laborers who may cons
truct the road, is unworthy the gravity of the subject. To b
labor must be employed, and it must be subject to supervision
The same objections would hold to all public works and their o
all agents of the government, whether in a civil, military, or o
and even to giving employment to the destitute in any manner
place, it would be necessary to show what political power or i
be exercised over independent laborers (who would make their
and work no longer than was for their best interest) in a b
rupted prairies, without population or civilization; and if such
exist, it would no doubt be checked or stopped by Congress,
each ten miles of road.

It has been objected that such a work cannot be built an
through a wilderness of such vast extent, that it cannot be prote
Indians, and that there is no wood or water.

In answer, I say, if the timber, materials, and facilities for th
did not exist in abundance at the proposed starting point, it c
built; and if it was not a wilderness, I could not have the l
means for the work; and I propose, by the work itself, to chang
from waste to cities, towns, villages, and richly cultivated fa
course would protect it from the Indians. Water and coal, the
dant supply of both; timber, &c., would be taken on by the roa
for buildings and fences, cheaper than timbered lands could be
clear for crops.

It has been objected that our country is not old enough, and
dent population, to embark in an enterprise so vast. I answer,
already more than 6,000 miles of railroad in operation, at a co
of about $120,000,000; that our population is at this time
and will double in 23 years; and if we have been able, up to t

our small population and small means, is t
railroad; that by the double of our populati
being, we can double the value of material; [illegible]
favor of the theory, because many of our p
means of travel, and have not developed [illegible]
Our increase of population in 22 years will
we want 11,000,000, and leave 11,000,000
as we now want we do want for this road. My
predicated upon the sale and settlement of the
miles wide, will give 30,700,000 acres, all [illegible]
each family of five persons, and it would [illegible]
people, 200,000 souls. It will require from th
complete the 800 miles, and from ten to fifteen
the bill provides; and so it is not necessary to sell
while the entire 800 miles is being built, (the
fund,) it would require but 15,000 families, o
which is less than one-seventh of our yearly
ding the present emigration.
It is objected that if the road can be built, it
up. Now I think every experienced mind mu
will sell and enable settlers to furnish the me
ments settlement would support and keep it up
road is to change the route for the commerce
with Asia to it. That commerce amounts to an
ports of nearly $250,000,000 per annum, [illegible]
and upwards of 50,000 seamen. With the gr
low tolls we propose, it is believed that we could
of freight (calculating both ways) per annum to
a cent per ton per mile, would give to this road
the roads joining it from the Atlantic, from B
and Richmond, Baltimore, Philadelphia, New Y
per ton per mile, $15,000,000 more.
It has been said that these tolls are much to
money to sustain the road would exclude the
ion is without foundation, and the objection mu
lost. Now as this road is not to earn dividen
sufficient only for the expenses of its operation a
quently be light; but from a close examination
prices named not too low.
From the *Railroad Journal* for 1847, pag
tions for a road to cost $30,000 per mile and t
dividends. It must transport per annum 40,000
mile, 60,000 at [illegible], 60,000 at [illegible], 100,0
200,000 at [illegible], 1,000,000 at [illegible], and
ished engineers of the highest reputation who
and from the calculation of J. Butler Williams, E
Journal for 1846, page 407,) for roads in Belg
per mile, nearly $60,000, to pay 5 per cent di
transport per annum 80,000 tons at [illegible] p
[illegible], 200,000 at [illegible], 500,000 at [illegible],
For the English roads, costing the average o
ture dividends of 6 per cent per annum, must

complete the 2,000 miles of
road and consequent double of
the consequence is greatly in
railroads are exclusively
of production and wealth.
for this road and the Pa-
the present States. But
[illegible] and hopes are all
800 miles, which, by sixty
land. Allow 160 acres to
[illegible] 120,000 families, be
commencement five years to
for the entire road. As
and settle more than one-half
other half being reserved as a
66,000 acres per annum,
[illegible] and only about [illegible]

cannot be supported and kept
be satisfied, that if the lands
to construct the road, that
and our great object in this
and intercourse of Europe
aggregate of exports and im-
ploying 2,000 large ships,
reduction in time, and the
change about 1,800,000 tons
this new route, which, at half
$18,000,000 per annum, and
Savannah, Charleston, Norfolk
York and Boston, at one cent

low, and that the prices ap-
business. I think this opin-
be before examining the sub-
[illegible] and would require tolls
repairs, they would conse-
of the subject, I believe the

128, will be found the esti-
pay 6 per cent. interest on
tons at 2½ cents per ton per
at 2 [illegible]; 200,000 at 2 [illegible],
[illegible],000,000 at [illegible]. I have
confirmed this estimate;
of London, (see Railroad
num, costing £18,000 sterling
[illegible] per annum, they must
ton per mile, 100,000 at
and 1,000,000 at [illegible]d.,
£31,000 sterling per mile, to
charge for 1,000,000 tons per

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annum, [illegible] per ton per mile. The saving in
merchant, giving him the control of market, would
route even at much higher rate of freight
Freights in ships are charged by measurement of
on railroads it is by weight only. Young Hyson
description, but require two tons measurement fo
from Shanghae to the terminus on the Pacific,
would be a large freight, compared with from the
Michigan, 2,000 miles, at a half cent per ton per mile
measurement, a half ton weight, $1 [illegible] and stopping here
[illegible] of the Mississippi valley, would be $12
by the present route. From the lake to the A
(tolls to earn dividends) at one cent per ton per mile
be more, together $1[illegible] for the present voyage
a fair freight, and others much higher.

No constitutional objection has been raised. The
appended, are full and clear on that part of the subj

The objection to its being a stock company, and
taken to Europe for sale as a speculation, is unfound
the bill that it is entirely an individual enterprise,
on its work, that there is and can be no stock, and th
must be completed to the satisfaction of all, before th
any lands, and that a stock without dividends wo
value in Europe.

CHAPTER VII.

Necessity for the work—Its importance as a means of
stability in government and wealth.—As a means to
provide for emigrants.—State of starvation—Labor
have returned.—Important in a commercial, political,
Our position in the centre of the world, &c.—Change for
of Asia must come to our continent.—Cannot go back to
in her merchant marine.—This route will reduce it.—A
of commerce to be opened by it.—Objection to capital
argued.—Influence and benefits on [illegible]
and motives.—Designs of Providence, to say that—Our
[illegible], &c.

THE necessity for this work, and its vast importa
our whole country, I think must be apparent to all

In a former chapter I have explained the geograp
continents, and with it the division of the products of
ing it almost impossible that the two should
der one government, without this proposed road, which
with a bond which could not be sundered. It is
the only means by which the greater part of the
the lake to the ocean, (as it is without timber or water
be settled, or made equal to sustain population. B
it to settlement and production, with the best
all the nations of the world, bringing it into the

wood, manure to increase and enrich our own,
and bring into market lands now not
able and productive that which would
increase the value of other government lands
by this work.

It is important and necessary, to the only
population of Europe, daily flocking to our
soon exhausted; they are elsewhere
but that small price they can no longer pay
and, too often, crime, and they become
evils are increasing to an alarming extent,
here there can be found some great and
which they can be attracted immediately on
labor and small means, they can purchase
and their labor upon their own soil would
in time an abundance of which they would
lived.

The commencement of this work would
their labor would grade the road and pay in
of the soil would be wanted by the laborers
and at low tolls it would be the sure means
any surplus to market, immediately productive

In building railroads through a settled
in, or expected benefit from the work, beyond
wasted in intemperance; while here, the labor
in it, as the means for his daily bread, but
would benefit his condition, and elevate him

Man must be fed and clothed before he
a mendicant will listen to no precepts of
clothe and feed him, and his heart warms
him on. Here, on this road, I care not how
forced to labor; because, removed from our
scenes for indolence and vice, soon they will
comfort and plenty, the fruits of their own
into a home of [illegible] and [illegible], and we
them to our system—to industry, prosperity,

Civilization, with all its influences, would
would draw to it, after the two first years,
towns, and villages would spring up like
means of transit for the products of man's
would have a rich reward for their labor,
the accomplishment of all.

It is important and necessary, in a commercial
of view. It would give us the control of,
world tributary to us, the grand thoroughfare
the tolls on which would bring all [illegible]
wealth would be the great banking house
world.

In a political and military aspect, it would
concentrate our forces, munitions, and stores
Pacific, or any part of our vast interior, in
days, and [illegible] the [illegible] in a little more

al the commerce of the world;
the continent, and make [illegible]
, be useless to mankind, and
far beyond the amount applied

means of providing for the over-
there. This small means is
there, almost without price
necessity forces them into vast
dangerous to our citizens; which
will continue to increase, until
distant point in our interior, to
rich lands—where, with their
—where they will have a home
them, not only daily bread, but
have dreamed in their native

make that point of attraction;
for the land; the produce
and new settlers on the road;
of transit (at all seasons) for
comforts and plenty.
, the laborer has no interest
his daily pay, which is often
would not only be interested
would be sure that its results
and family to affluence.
be reformed. The starving
until you give him food; but
gratitude, and you may lead
how the condition, all will be
[illegible] then, the [illegible] and [illegible]
themselves surrounded with
Their energies would kindle
should be enabled to educate
and virtue.
march step by step with it. It
0,000 souls annually. Othe
, because the road, the cheap
labor to a choice of markets,
produce the sure means for

, political, and military power
would make the commerce of the
all the nations of the earth;
to us, and here on this conti-
Grand Exchange for all the

achieved, at small expense, to
any point on the Atlantic or
short space of from 8 to 9
[illegible] that time.

With a naval depot on the Pacific, and with
we should command the vast Pacific, the Indian
yes, I may say, we should command the world.
been our position with the Mexican war. As a
ard of life, the entire west coast of Mexico
complete control. But when the entire human
together, as they will be by this road, in a free
wars must then cease, as there can be no more
and navies no more wanted.

It is our destiny to accomplish this vast revolu
have this vast wilderness land for our inheritance
with the toil and blood of our fathers. The app
now destitute would bring forth the abundant
richly reward that labor—the work accomplish
brought together as one nation.

I might speculate upon the future, and predi
the mighty results from the accomplishment of
been my object to give a plain business statem
The whole subject is now explained, and, I hope
is now open to the mind. It is no experiment,
are now in daily use and employment; therefor
work. Let the road be graded, the timber and
tive and cars put upon it, and all is done; at
which it yielded to man would have created its

By looking at the map appended, No. 1, it
tion is such that the subject cannot be exag
millions of population, separated from us by
side, while on the other, the calm Pacific rolls be
her 700 millions of souls—and look at our vast
of all; now, more than 2,000 miles of which is a
derness, the greater part forever to be useless to
open it to settlement and cultivation, and give it
with all mankind. It would extend agricultural
with means of transit, so that, I may be almost
to every man, woman and child on the earth
fortable, if they would but work. It would
all the Atlantic States and cities, and, from the
all the roads now commenced from New Orleans
join it with equal advantage, near to where it woul
Then the grand centre of this continent and of
the Missouri River; and at 30 miles per hour, it
to any Atlantic city—but 2½ days to the Pacific
of steamers, but 30 days from that centre to any
Thus we could be brought together, as one famil
days; and the whole world, as one nation, to the
need not declare what must be its inevitable res
morally, and politically. It would carry with it
miles in extent, a belt of population, with the sam
tastes, actions, and interests; and, yes, the same
life, and liberty, which would spread over, enlighte
tion of all Asia.

The change of the route for the commerce w time of Solomon even, changed the destinies of Empires and States. It has, and does to this day control the world. Its march has always been westward, and can never go back to its old routes through Egypt. Political, as well as natural, barriers prevent it. A dangerous navigation, want of water, want of fuel for steamers, expensive transits and transhipments, with climate and all rendering it impossible. As a route for mails and travel it is immensely expensive, and with any improvement possible could not be lessened, nor would the time required be diminished more than twenty-two hours, and must be used as it is, until a better route across our continent can be established; besides, there would be nothing gained by it. It would open no new source of means to increase and sustain commerce; there is no waste, unoccupied lands to be made available for settlement and production, by it—no place where the surplus population of Europe could be taken and made producers of food to exchange for clothing.

Our increase of population, wealth, and power, with our vast rich wilderness lands, the only refuge for the over population of Europe, will render us every day more and more important to the commercial world, and through us must be the route to Asia, and the change to our continent will be the last, the final change.

We see that the commerce of Asia, with civilization, has marched west. Each nation, from the Phoenicians to proud England, when supplanted, or forced to relinquish it, has declined, and dwindled into almost nothingness, and a new nation, went forth up, with vigor and life, to control all. When this road shall have been completed, that commerce, with civilization, will have encircled the globe. It can go no farther. Here, then, would be the consummation of all things; and here it would be as fixed, as fast, as time and earth itself. Here we should stand forever, reaching out one hand to all Asia and the other to all Europe, willing that all may enjoy the great blessing which we possess, claiming free intercourse and exchange of commodities with all, and seeking not to subjugate any; but all the same, the whole tributary, and, at our will, subject to us.

Statesmen have always considered that the great strength of England's power is in her merchant marine, with the naval force to protect it, enabling her at short notice, to send her armies and fleets to all parts of the world and pounce upon her prey. Her commerce with Asia employs a great part of both her merchant and naval marine. The change to this route would reduce the merchant tonnage to one-third its present amount, and, at the same time increase our own. What a blow, what a reduction to England's power! On the Atlantic our industry and enterprise would not fear to compete for the carrying of the commerce of Europe with Asia, then forced to our shores; while, on the Pacific, we may say, that ocean would be our own. The Asiatics are not, and cannot be, a maritime people, and we must be their carriers. What a field would it not open to our skill, industry, and enterprise? And would not every section and interest be incalculably benefited by it!

The opening of a free, cheap, and frequent intercourse with Japan, with China, with all the islands of the Pacific and Indian Oceans, and with India, would open to us a commerce, in variety and extent, far beyond the power of human calculation to estimate; an unlimited market for our cotton, rice, tobacco, hemp, corn, flour, beef, pork, manufactured goods, and all our various and vast products. And so soon as safety for person and property is established, and even as the pirate and cannibal give place to civilization, which would be forced by this new intercourse; then the millions of China would emigrate to, and cover the islands of the seas, now waste, then useless to mankind; then the Chinese will cease to destroy their offspring for want of food, because they will have found a place where the earth is sufficient to yield a supply; and it is our ships and our men that must convey them. What a field, then, would there not be here opened for industry and enterprise—for the humane, for the missionary, and for the philanthropist!

It has been objected, that the capital and labor for the work might all come from Europe. But can any one doubt, should it be so, that that capital would add to the wealth of the nation and benefit the whole country? And the labor must all be under our guidance and control. Though the emigrants might come in large bodies as they do now, yet they could not settle down on the line of the road, isolating themselves from our people and our habits, retaining their prejudices, language, and even customs, as they now do, because the work would draw to it the talent and enterprise of all the country, south and north; on its line would spring up cities, towns, and villages for the benefit of all, every one claiming to participate, producing a scene of life, energy, and activity which would uproot all prejudices, and break down all barriers, even if founded and fixed by centuries; all must give way to and assimilate with us; and surely there is no section of our country that would let such an enterprise pass? No! they will all participate in and control all, and the foreigner must serve his apprenticeship under us.

And it matters not to any what section of the country or of the world that labor is taken from, because it gives to the laborer the ability to consume the products of all our different climes, benefiting all, and more particularly those sections whose productions would be different from the products on the line of the road, creating a large demand with but one source of supply.

My position is peculiar, compared with those who have undertaken enterprises of a State or national character—who have had the support and patronage of the general or State governments—have been in their employment, and their time and abilities the property of the people; while I have spent exclusively more than five years in this country, and nearly two years in Asia, for this work; have explored a part of the route, abandoned all other pursuits, devoted myself entirely to it, and taken the responsibility and risk of success, together with all expenses, upon myself; so that if it does not succeed, no man would be taxed one cent, and not one dollar demanded from the public treasury. And now, because I, as an individual, and not in the pay of the people, propose to do all this, it is feared there may be something wrong, as it can hardly be imagined that any individual would, without present compensation, devote his whole life to a work requiring his whole life for its successful accomplishment, solely with a view to benefit his country and his fellow men. I am willing to have my acts examined and judged of by my countrymen; but as I am willing and do propose to place myself under the entire control of the people and of Congress, I do feel that while all is in the power of Congress to restrict me to what I propose, that I ought not to be doubted, when I say that what I have done, and what I propose to do, is not for the gain of wealth, or power, or influence, but for the great good which I am persuaded it must produce to our whole country.

All who are acquainted with the history of mankind, know full well that all the great enterprises which have resulted in the greatest good to man, have been brought about by the perseverance, toil, and I may say, suffering, of individual man, without pecuniary aim or end, and I expect none other. Kings and nations have used the sword and oppression; but it is man, individual man, who has labored, suffered, and even died for the benefit of his fellow man.

I have undertaken this mighty work, because I knew some one's whole life must be sacrificed to it; and if I know my own heart, I have no desire that it should benefit one section of our Union over another, and I feel that I am acting for all this great Union. A work like this, I would not undertake it for one section, or for one interest; for I believe that we have a destiny to accomplish with it, which, if the road is built, cannot be prevented by men or nations. I believe that our institutions of free government were established for the good of mankind by an all-wise and overruling Providence, whose ends must be accomplished—that all the parts were combined and necessary to each other, and should and will harmonize as one. That though the demagogue may rave and rage, it is against a destiny he cannot change, a power controlling all, and he must fall to the ground. I believe that we are the chosen people to carry out God's promises and designs to man—that there is none other way or means for the accomplishment of His great purpose; if not so, there must come an end to religious and civil liberty. When this great work shall have been accomplished, that liberty and light will have encircled the globe, and there is no new home for man; but should our race spread over the entire continent, without this great highway to bring all and harmonize all together, and spread that light and liberty over, and control the entire globe, then must mankind fall back into darkness and savage barbarism. This is inevitable, and can we believe that such a destiny awaits mankind! No. I would as soon believe that man has power to derange and destroy the stars of heaven, as these our own, whose machinery was copied from that above, and works the same. Now and then a new planet is found, afar off in the distance, first a mist, and then a bright star, and takes its place in the constellation, with no derangement of the machine, because all is perfect.

I have no desire, in what I ask of Congress or of the people, than that the lands may be so placed, as by sale and settlement thereof they can be made to produce the means for this great work, and that, by my labor and efforts, the work may be accomplished, and all the objects and results desired fully realized. It is believed, by those who have examined it, that the bill appended makes all necessary provisions; if not, Congress certainly have the power and wisdom to so alter and amend as may be deemed necessary.

I do not ask this for myself; it is for you, reader, and for your children. I ask it not to benefit myself—it promises me nothing but a life of laborious toil and perplexity, every step surrounded with difficulties, to be overcome only by an energy and perseverance which must know no rest. The lands are yours, the right to sale or grant yours, and the glory will be yours also. I ask it for your benefit, and that of every man, woman and child of our great nation. I give to it my life, my all. If I fail, you lose nothing, because the lands are still yours. If I succeed, and I feel that I shall, my race will have been run, the end to me have come; but to you, and to your children, the prize won, never to depart; and riches far than nations, or combined nations, ever before possessed—the command and control of all the world—and, too, without the cost of treasure, without the cost of blood.

ASA WHITNEY.

New York, May 1, 1849.

APPENDIX.

THIRTIETH CONGRESS, FIRST SESSION.

[Report No. [illegible]. To accompany H. R. bill No. [illegible].]

HOUSE OF REPRESENTATIVES.

RAILROAD TO OREGON.

June [illegible], 1848.

Mr. Pollock, from the select committee to whom the subject was referred, made the following

REPORT:

The select committee, to whom was referred the memorial of Asa Whitney, relative to the construction of a railroad from Lake Michigan to the Pacific Ocean, report:

That they have bestowed upon the subject that consideration its importance demands.

The proposition, at first view, is a startling one. The magnitude of the work itself, and the still greater and more magnificent results promised by its accomplishment, that of revolutionizing, morally and commercially, if not politically, a greater part of the habitable globe, and making the vast commerce of the world tributary to us, almost overwhelms the mind. But your committee, on examination, find it a subject as simple as it is vast and magnificent, and see no insurmountable difficulties in the way of its successful accomplishment.

The proposition being for a purchase of sixty miles wide of the public domain from Lake Michigan to the Pacific Ocean, at a reduced price, the sale a positive one, and the construction of the road but an individual enterprise, placed the subject before the committee, and the people, in a view entirely different from a proposition to construct a railroad by the government from an appropriation of money; in which latter case it would be necessary, if entertained at all, to go into a full, minute, and thorough examination of every point and consideration involved; whereas, in the present case, the entire responsibility and risk of success rests upon the memorialist, and the details for its successful completion must be arranged and executed by him.

Your committee, and the people, are asked only to decide upon the propriety and expediency of the sale of the public domain to the extent required, and at the price proposed, in consideration of the vast and important results to flow from the accomplishment of the contemplated work.

The first and most important consideration with the committee is, the power o
Congress over the subject. That Congress has power to sell and dispose of th
public domain, or any portion thereof, will not be questioned; and, that Congre
may dispose of the public lands for certain specified objects, or may impose ce
tain conditions and limitations upon grants or sales of land, is, in the opinion o
your committee, equally true. The bill reported by the committee proposes t
set apart, and sell to Asa Whitney, of New York, certain portions of the publ
lands, at a reduced price, to enable him to construct a railroad from Lake Mich
gan to the Pacific Ocean. The proposition, thus submitted, does not involve th
constitutional power of Congress to originate, or prosecute, works of internal im
provement. It is not designed to prosecute and complete the proposed railroa
by appropriations drawn from the national treasury; nor can it be regarded as im
posing any obligation upon the government to aid in its construction in any othe
way than set forth in the bill reported to the House. The sale of the lands t
Mr. Whitney is absolute, with such limitations and restrictions as are necessary t
secure to the government the sum required to be paid. The construction of th
road can only be regarded as an individual enterprise, although it is a work of
truly national character; and the advantages that must necessarily result from i
completion, constitute the inducement for determining the propriety of the sal
of the lands in the premises, but for the objects specified in the bill—the sale, an
the inducement for the sale of the lands being alike constitutional and proper. T
Congress belongs exclusive jurisdiction over the public lands, and the exercise o
that power in the present instance, and in the manner proposed, would not onl
be clearly constitutional, but is demanded by every consideration of present an
future interest.

To Congress, as having exclusive jurisdiction over the territories of the Unit
States, and to the legislatures of the States through which said road may pas
would belong the power to regulate and control the operations of said road; an
being thus under the control of both Congress and the legislatures of the State
through which it may pass, the rights and interests of all would be protected an
secured.

The committee are aware that there exists a difference in opinion relative to th
location of the route for the road. The route for, and means by which this gr
work can be accomplished are so connected, and the latter so dependent upon th
other, that a separation would defeat all. Upon the increased value which th
road would undoubtedly give to the lands on its line, all depends, and witho
which the committee believe the accomplishment of the work impossible, excep
perhaps from a direct appropriation of money from the treasury, which would n
be sanctioned by Congress or approved by the people, nor would your committe
recommend it. No other route than the one proposed would furnish the amoun
of land demanded; and as the whole risk, management, and labor of producin
the means for the work rests upon Mr. Whitney, the committee believe that t
him also should rest the right to select the route, and that necessity and intere
will force a selection best suited to all sections of our country.

The committee believe it highly important that the route should be where al
streams can be bridged, so as to have an uninterrupted intercourse from ocean t
ocean, not subject to transhipments, often more expensive than the freight. Fro
the lake to the ocean, all the streams, including the Ohio, can be bridged, whe
an uninterrupted intercourse might be had from any Atlantic or gulf city to th
Pacific. The committee refer to Mr. Whitney's memorial, appended, marked N
1, for his views on this point, in which the committee concur.

The committee believe it is well known that there is no part of the glob
which presents a plain so favorable for a railroad as from Lake Michigan to th
pass in the mountains; and from that point to Fort Vancouver altitudes wer
taken daily by Col. Fremont, as may be seen from his able and scientific report
And he says that "no impracticability for a railroad from the pass to the ocea
is known to be claimed." He also believes a more favorable route may be found fro
the Salt Lake to San Francisco, and the committee have no doubt of the feasi
bility of the route. But the work will be commenced, and while progressing, th

different routes will be explored, and the best one, all things considered, fi upon and adopted. The able report of Senator Breese, 1st session, 29th Co given, from which the following extract is taken, confirms this opinion, and which your committee concur.

"These proceedings, upwards of forty years since, from the lands of the va your committee have come to take of the subject; and subsequent examinations by individuals eminently qualified for the duty, have confirmed the general accuracy of the result of those proceedings. The more deliberate and more means of examining the whole face of the country, by the agency of able, scientific and experienced persons, have resulted in the location of a route, which, it pursues the general direction of that suggested by Mr. Jefferson, through the whole distance, coincides with it precisely for a portion of the way, presenting route which may be considered the only practicable one for the use of a railroad across the continent.

"The route now proposed from the west pursues the valley of the Columbia River, by Lewis' branch thereof, to the great South Pass; and thence nearly du east, striking the Missouri above the mouth of the Great Platte River, and the Mississippi above the mouth of the Wisconsin River, until it strikes the shores o Lake Michigan.

"The committee rely with confidence upon the testimony of that scientific and highly meritorious officer, Colonel Fremont, and submit his own words, bearing directly upon the point under consideration. He states that the route he followed in 1842 was up the valley of the Great Platte River to the South Pass, in north latitude 42°.' 'The road which is now generally followed through this region is a very good one, without any difficult ascents to overcome.' 'It passes through an open prairie region, and may be much improved, so as to avoid the great part of the inequalities it now presents.' In describing his arrival at the great South Pass, he remarks that 'the ascent had been so gradual, that with all the intimate knowledge possessed by Carson, who had made this country his home for seventeen years, we were obliged to watch very closely to find the place at which we had reached the culminating point. This was between two low hills rising on either hand fifty or sixty feet.' (Fremont's Rep., S. doc. 174, p. 60.) 'We crossed very near the Table Mountain, at the southern extremity of the South Pass, which is near twenty miles in width, and already traversed by several different roads. Selecting, as well as I could in the scarcely distinguishable ascent, what might be considered the dividing ridge in this remarkable depression in the mountain, I took a barometrical observation, which gave 7,490 feet for the elevation above the Gulf of Mexico.' (ib. 128.) Its importance as the great gate through which commerce and travelling may hereafter pass between the valley of the Mississippi and the north Pacific, justifies a precise notice of its locality and distance from the leading points, in addition to this statement of its elevation. As stated in the report of 1842, its latitude at the point where we crossed is 42° 24' 32"; its longitude 109° 26' 00".

"The distance from the South Pass, where the elevation is 7,490 feet, to the southern shore of Lake Michigan, is about 1,400 miles*; so that, the ascent to be overcome in the whole distance would be no more than between five and six fe to the mile; and it has already been shown that the ground at the culminating point of the great South Pass was so level as to make it difficult to discover that precise point, and that 'the traveller, without being reminded of any change by toilsome ascents, suddenly finds himself on the waters that flow to the Pacific Ocean.' A consideration of the facts in the premises, therefore, leaves no doubt of the practicability of the proposed route for a railroad from the shores of Lake Michigan to the navigable waters of the Columbia River.

"This route having been explored, surveyed, altitude ascertained, and compared with others deviating from it part of the way towards the southern terminus, the conclusion fixing that terminus in the vicinity of the 42d parallel of north latitude is inevitable. As regards the location of a railroad, the adherence to the same

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* Actual distance from the Lake to the Pass, about 1,500 miles say.

latitude towards the east, as that of the best position on the South
more advantageous in every respect, as it will be the shortest dis
steam navigation and the Atlantic coast, while there will be less diffi
crossing, ascent and other obstructions—every consideration concurs
the adoption of that location unavoidable. In this region of country
as high north as the sources of the Missouri and Mississippi Rivers, th
latitude, the higher the elevation of the land above the level of the
Gulf of Mexico; so that in the comparatively short distance (the diff
tude being only about three and a half degrees) between the mouth
River to the mouth of the Big Sioux River, where the railroad would
Missouri River, at a point adapted to bridging, the difference in elev
2,000 feet; which, at the point of departure from navigable water, is
portance—since the ascent to be overcome from that point to the h
tion in the route at the South Pass, is so much less than it would be
the more southern route.

“The adequacy of the means proposed for defraying the cost of
taking, and the expediency of applying such means to this object, c
order for consideration. These means are to be derived from the
lands already acquired and to be acquired by the extinguishment o
title, to the breadth of thirty miles on each side of the road, extendi
Michigan to the shores of the Pacific. The committee will here stat
on this lake must be selected, for the reasons, as urged by the mem
which the committee fully concur,) that it is the only point where
lands, suitable to produce funds to accomplish the work, can be had
is the only point where material (particularly timber) can be found
must there be prepared and taken onward, as the road progresses, t
tion; because it affords a cheap and easy water communication with
cities, to take laborers, materials and settlers to the starting point,
sary and important advantages cannot be had from any other point,
to long delays and great expense; because it is the only starting poi
a settled country around, such as Michigan, Illinois, Indiana, and Ohi
provisions for the laborers and settlers until they can produce for th
cause it has a direct water communication by canal and lakes with
where the iron must undoubtedly be made; because it is nearer to al
the cities than any other point; because it is more central, and on th
nearly the same parallel of latitude as the pass in the mountains, and
a freer and better opportunity for a fair competition for its benefits
mittee would also state that New England and New York, Pennsyl
land, and Virginia, are all pushing their railroads into or to the
where they will all meet and go on in one, to join this road where it
Mississippi, or between that river and Lake Michigan; and when Sou
shall have completed her road to Memphis, or through Nashville to th
web will then be completed, and our vast country will be brought tog
grand centre in the short space of *four days*; allowing us not only
passengers, but all descriptions of merchandise and produce from the
five to New Orleans, Savannah, Charleston, Richmond and Norfolk, W
Baltimore, Philadelphia, New York and Boston, and to the Pacific, in
three-*four* days; and from the Pacific to any of the above cities in le
days, and to China in twenty days; so that we can bring our vast coun
in *four* days, and the extremes of the globe in thirty days. A cargo o
China may then be delivered in any of our Atlantic cities in thirty d
London or Liverpool in less than *forty-five* days.”

It will be seen from Mr. Whitney's memorial, appended, that he es
length of the road at 2,030 miles, allowing 250 miles for detours or wi
its cost, when ready for operation, at $60,000,000. The committee
acknowledge that they have no sufficient data to found a calculation w
estimates before them have been arrived at from a comparison with o
effected, as the committee think, under more favorable circumstances
sidering the situation of the country, now an entire wilderness, a great

out timber or other material, with the necessarily immense amount of
tion required to construct the road, the committee believe the actual c
ceed the estimate. In Mr. Whitney's memorial, he estimates the 2,03
60 wide, to give 77,262,080 acres, and that by and with the constructio
struction of the road, it could be made to produce the sum of $89,579,0
sum, your committee believe, can be realized only by the plan propose
The representations of the lands, in the memorial annexed, corre
the examinations made by, and opinions of the committee. The entir
miles, without timber or navigable streams to communicate with m
tainly could never be settled without the road. Of the 2,030 miles, 80
good land, though 500 without timber; then there are several hundre
barren desert, then volcanic formations, and but small extent of good l
ocean. The building the road would be the only means by which t
other materials could be taken on for its construction, and the only
which timber could be taken on for settlement. The committee are,
fully persuaded that this immense country, except a small part, cou
other way for ages, if ever, be made of use to man or value to the natio
committee believe with the memorialist that the sum of 16 cents per
high, and have, in the bill reported, reduced it to 10 cents, amounting
of $7,726,200, which the committee believe to be above the present
far beyond what the government can in any other way expect to recei
The plan proposed to carry out and accomplish this great work is
lands must be sold to furnish means. Sale and settlement must pr
the work. No company, however large their means, could carry on
on any other plan. And as the bill prescribes the mode of sale, the lan
ing in the possession of the government until disposed of to actual
then the patents issued directly to them, and not to Mr. Whitney, no
tion of lands, or "land monopoly," could obtain, and your committe
ground for objection on that account. The lands would be open to all
and public sale, without restriction or monopoly, the settler's labor, a
wanted in payment, and both applied to the construction of the road, a
they go back to him for labor and materials; so that, in fact, he would
land and the road to take his products to market without cost or outlay.
The immense number of emigrants now flooding our shores—many
little, if any, means—soon become burdensome. The committee believe
mencement of this work would draw a great number to it, where t
would become useful and productive to the nation; where they would
surrounded with comforts and plenty, the fruits of their own toil, and
influence and education of our people, their habits changed to industry
ality, and their offspring reared to intelligence, virtue, and independe
committee believe the construction of the road an absolutely necessary
providing for this immense emigration, and would relieve our citizen
heavy amount of taxation.
The committee believe the bill which they have reported provides amp
in all respects—Mr. Whitney not being allowed to sell any lands un
completed a section of ten miles of road, and then only upon the certific
commissioner that the act has been complied with, and that he is conti
construction of another section of ten miles; and even then he can sell
half the section, or five miles, the government holding the other half, wit
and its machinery, as surety; nor does he take the five miles, only as
sold, the patents going directly to the actual purchasers.
His actual outlay for surveys, preparations, machinery, &c., even befor
commence the work, would be several hundred thousand dollars; and
as is proposed could not cost less than $20,000 per mile—for the
$200,000. The five miles of land by sixty wide is 192,000 acres, which
mittee do not believe in its present position, even for the best of the goo
could be made to produce an average of over one dollar per acre, which
$192,000, or less than the cost of the ten miles of road; and it cannot be
however desirable the lands, that this entire 192,000 acres could be sold

[illegible] years; and the unsold part would remain in the possession
and such would be the case for each and every section. And
would at any time be thought proper withhold the certificate
the government might at any time refuse to issue patents; so
the committee that the security is not only ample, but that it
progress of the work.

If the road should be continued for 50, 100, 200, 400, or
the good or available lands, Mr. Whitney could take only one-
five miles, and the other half would certainly be increased in
amount of his half, and from the construction and operation of
any unforeseen event cause him to stop, the government would
agree a good railroad through any section of good agricultural
try with a communication leading to the Atlantic cities, would
population on its line, and at any time worth its cost, and the
lands enhanced in value far beyond what all are worth without
committee do not believe such an event possible; as the prog
would reach important points, increasing its business and addi
the Mississippi would be one such point, and to the Missouri
latter, settlement would follow so rapidly as to render the
payment of its cost, and leaving behind the sure and increasing
the work through the poor lands. The committee can see no
continue the work at any point or period; on the contrary, the
and every consideration, circumstance, and interest, would
tion. If commenced, the committee believe it could not stop
field for enterprise before unknown.

The many and important results which would flow from the
this great work is so admirably and ably set forth and explain
Breese, in the Senate report No. 466, 1st session 29th Congr
mittee fully concur in and adopt the following extracts from

"The immediate effect of determining upon the constructio
would be to create a desire to obtain lands in its vicinity, and
settlement of some would enhance the value of other tracts;
effects of the construction of the railroad will be to increase
hance the value of the public and other land in all parts of the

"The commencement of the road will concentrate a large
men, who will require ample supplies from the products of agr
ously; but the completion of that road, and the establishment
conveyance and transportation upon it, will open a new and ext
the products of agriculture in all parts of the country. The
which will then be required for use and commerce through
quire various soils and climates to produce them, such as are
extensive boundaries of the United States; so that the lands
and cotton will be as much in demand as those for raising whe

"It may be considered as an established axiom, that an
demand for agricultural products will direct public attention to
land suitable for raising such products; and this fact leads to
the fifth point.

"5. As the encouragement and extension of the interest of
upon the demand and consumption of its products, it is necess
this demand will be increased by the completion of the propos
this requires nothing more than a simple inquiry into the wants
whose trade and commerce will be invited and introduced int
country by the means of this railroad. It may be seen, from
trade with China and Australia, that raw cotton is exported
from the possessions of Great Britain, and in large quantities
ported from the United States to the British East Indies, to
China, Chili, Peru, and to Asia and the South Seas generally;
ported from the United States by the British possessions in Asi
and other countries on the Pacific. The manufactures of these

by a long and dangerous voyage, the equator having to be twice
great injury of animal and vegetable substances, and is attended w
and difficulty; but when these difficulties shall have been remove
the that will be afforded by the contemplated railroad substituted,
than reasonable to believe that the exportation of those articles, a
other products of the soil, will be increased to a very large exte
advantage of the agricultural interest of the whole country.

"It may be considered as necessarily incident to the extension
that manufactures are enlarged and diversified; the different inte
are so intimately connected, that it may be deemed unnatural that
be greatly benefited without the others sharing largely in their a
vantages will immediately attend the completion of the road, to insur
for American manufactures on the shores of the Pacific, and to
preference over those of other countries; the principal of which w
moderate prices at which they may be afforded, by reason of the fa
portation—shortening the distance to one-third of its present leng
many dangers with which the usual voyages have been attended, t
the rates of insurance—availing of the advantages of the immense
of the country, and of the abundance of the raw material, and o
the operatives, which will be the unfailing consequence of the
agriculture. It may be seen, in the statements of the American
to those countries bordering upon the Pacific, that the manufactu
and cotton goods already form a large item in that trade; and toge
ufactures of iron and other metals, have been increasing in dema
years past, so that it requires no effort of the imagination to beli
be fairly deducible from the natural causes, confirmed by the exper
that the almost boundless extent of population with whom a direc
intercourse will be maintained cannot fail to increase the demand
want and we can supply.

"The effect of the construction of this railroad in the devel
mineral resources of the country will be manifest, when it is c
large an amount of iron and machinery will be required in the c
the road, and for the numerous steam cars and steam vessels that w
for the conveyance of passengers and transportation of merchan
new route; and the requisitions upon the coal mines will be comm
the enlargement of the number of steam engines, while the deman
metals will keep pace with the increased demand for the manufact
they may be wrought, if not also enlarged by a demand for the
factured material for the supply of the ingenious Chinese artisans.

"The natural and artificial means of communication between the
of a country may be compared to the arteries and veins of the h
The intercourse, social and commercial, may be assimilated to the
courses in the veins, and sustains and invigorates our nature; the l
important channels of intercourse being represented by the arteri
eral and less important channels by the smaller veins. This r
communication may appropriately be termed the great artery, whos
channels will intersect it, and other great arteries, such as the lake
that of the Mississippi and Missouri Rivers, will be vitally connecte
natural means of communication to all parts of the country, but m
in the western States, have been provided by a bountiful Creator,
the interests and bonds of union among the people; and these n
connected and aided by artificial channels, might be considered o
those for the political intercourse, and transportation of the
soil to those great marts of commerce upon the Atlantic seaboard
for the supply of home consumption, and those markets now on
shores of the Atlantic. But the growing capacities of the west
boundless productions of their fertile soil, and the increasing
hable energies of the people, all expanding in a progressive ratio
railroad, requires a new outlet in a direction towards their

where the demand for the necessaries of life is grea
and where rich productions and commodities would
exchanged for such supplies. Agriculture, being sti
by a regulated demand for its products, would in its t
domestic manufactures, and would foster, to a very la
internal commerce of the country, and put in requisi
course, both internal and external.

"The peculiarly exclusive policy heretofore pursued
the immense distance from the United States to th
voyages by sea, the dangers of those voyages, and th
perils and prosecution, have all combined to keep w
bounds the commerce with that country; and the law
operated against the commerce with the western coa
have also operated to throw the balance of trade again
imports from China for the year ending 30th June, 18
the exports to that country for the same period being
of $8,000,000 against the United States; which, is
posed by the payment of specie, although such does n
all tables of exports for that year—the amount of spec
stated at only $180,000, the balance being probably pa
exchange of American produce and manufactures with
coast of South and North America, and by bills on L
the tables account. Notwithstanding all these disadv
commerce with that country offers to individual enterpri
enough to justify it in braving the dangers of the sea, a
privations of tedious voyages; but when those danger
have been removed in so great a degree as they will be
great national improvement, the natural and inevitable
only a vast increase in the amount of trade, but a comp
it. The products of the American soil will be exchan
ties of Asia; and when the millions of acres that shall b
the high tablelands of this continent will have been
tilled, despite of all conflicting interests and powers,
great supply of food to the consuming millions of Chi
of the earth; and these two cannot fail to form the ba
that supply, so that European capital will seek investm
our soil and must necessarily use our means of transpo
these investments a ruinous operation. To go into
other commodities for exchange, would subject the E
disadvantages. The British traders may, as they have
millions of dollars in value of raw cotton from their
Ohio, and find sale for it; but when they shall be m
South, in that market, with an abundant supply of a far
recede from competition, and be content to give way
The balance of trade must then necessarily be in our fa
shall follow that the rich productions of Asia, and the
America, will flow in an uninterrupted current into the

"The opening of the new port at the mouth of the Co
tion with the proposed railroad, must necessarily produ
in the trade and commerce of the Pacific. The United
Easy to the old continent; and furnished, as she will be
supply of provisions and materials, minerals and manu
abundant resources and ready means by which to drive
these wide spread regions of commerce.

"It would be difficult to estimate the consequences th
construction of this great national highway, to the shipp
try. It may be that the vessels which should then be
and fisheries of the Pacific would discharge their cargoe
oils and other fish in exchange of merchandise for w

than the amount of export
its wealth and prosperity
extended and invigorated
its commerce and naviga
y extent, the internal and
ase every source of indus-

with the Chinese people,
economy by the [illegible]
expenses attending their
[illegible] comparatively [illegible]
ntry of those [illegible]
s of South America, and
t the United States, the
8, being $7,285,914, and
[illegible]276,000, being a balance
ll probability, was made
appears from the statist-
exported to China being
anded on the way by the
he commerce on the west
ndes, as will be seen by
tries, it appears that the
e inducements sufficiently
d increasing the exports
and disadvantages that
y the completion of this
[illegible] will be un-
ate change in the [illegible]
d for the rich commodit
e [illegible] American [illegible]
and will be freely sold
secondary share to this
will be the great staple
se of the commerce with
and in these products of
ation to China, by which
he Chinese market with
ropean nations, at prices
[illegible] same time, transport
nt India possessions to
by our passage of the
mercial article, they would
American productions
, and the consequence
[illegible] wealth of Europe
country.
[illegible] in commerce
a complete revolution
ther will present a [illegible]
with its immense [illegible]
ntages, she will have
ny in competition [illegible]

would surely feel the
y branch of the coun-
spread by the commerce
at the new ports—there
e passage from Chi[illegible]

voyage; so that these vessels would not have to [illegible]
by the Cape of Good Hope, and each vessel would make t
ages where they now make but one, and those vessels c
lands might do the same. Should suitable timber be f
construction of vessels, (of which the [illegible]
doubt,) those vessels intended to sail in the Pacific [illegible]
waters, and form, as it were, a separate marine, [illegible]
[illegible] in the
[illegible] America. Under such regulations as g
make, the American shipping should be the carriers of th
products at their own port; (should be the means of produ
and of [illegible] the American [illegible]
we should only follow their example in taking care of
The extension of our marine upon the Pacific [illegible]
[illegible] upon the Atlantic. The American merchant would
new commodities, which would not fail to be the means of
the Atlantic borders to distribute to Europe. They could
people of Europe, the products of Asia at a lower rate
people could import them in their own vessels. European
largely contribute to the extension of this American
interest should do no more than employ our means of
[illegible] necessarily be [illegible] our regulations be wise, or
[illegible] the American marine would, as a necessary consequen
[illegible] and [illegible] would be
acknowledged.

"The opening of this highway across the American c
the attention of the world; it would establish a short route
marvels of the Indies; and a [illegible] throughout this
accomplished, and comparatively so free from danger, that
travellers, and the curious from all quarters of the civilized
[illegible] and the [illegible] conferred upon it. This
the heart of our country, [illegible], the
ity, the activity, the genius, and the [illegible] of our p
the wisdom, and the advantages of those free institutions
duced such glorious effects. It would certainly not be
that this intercourse would have an extensive influence upon
feelings of the people of the civilized world in favor of
upon the semi-barbarians who would be drawn by these
from the other side of this line of communication the great
also be produced. The principles of true liberty and of
society would present their engaging forms to the admiring
by his attention by their simplicity, and then [illegible]
virtues and intelligence.

"Last, though not least, would be the happy effects that
the opening of this great road of nations through the
would bring into action [illegible] all other [illegible]
country; it would give useful employment to the millions of
branch and form of business. Agriculture, commerce, and
equally prosper, supporting each other, growing and to gro
dence, and infusing a spirit of happiness and peace; ce
union, and placing them on a firm and imperishable basis, and
national power supreme for all purposes of happiness, prote

"Another powerful consideration in favor of the proposed
will advert to. It is the probability of the occurrence, that
Oregon, now so distant from us, fills up with an enterprising
ple from the several States, they will attract to them millions
of Europe, all wishing to share in the benefits of our free g
by its protecting care, which cannot be enjoyed or [illegible]
reason of the difficulty of access by land and by water. A

The committee believe there is no objection that is or can be urged to this great enterprise, that has not been made to every novel undertaking of any magnitude in the history of the inventions and improvements of our country. When the first proposition was made for canals upon a large scale, such as the Erie Canal, when steam was first applied to the purposes of navigation, when [illegible] first [illegible] and when the [illegible] [illegible] was first [illegible] [illegible] [illegible] [illegible] impracticability and [illegible] [illegible] [illegible] [illegible] [illegible] and [illegible] of them, that was not so startling in its conception as the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. The enterprise of Mr. Whitney differs from any of these only in extent, and presents no point of difficulty that may not be overcome by the skill, science, and labor within the reach of his command. And [illegible] [illegible] [illegible] differs from all other enterprises, that has been examined, investigated, and decided upon by the people of the nation, almost by a unanimous voice. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] of public opinion [illegible] [illegible] [illegible] [illegible] respectable public meetings have been held, [illegible] [illegible] [illegible] [illegible] and declaring "it the only feasible plan for the accomplishment of this great work, and recommending its immediate adoption," at [illegible], [illegible], [illegible], Cincinnati, Louisville, St. Louis, Terre Haute, Indianapolis, Dayton and Columbus, (Ohio,) Wheeling and [illegible]. And resolutions have been adopted by the following State legislatures, declaring it "the only feasible plan, recommending its immediate adoption, and instructing and requesting their delegates in Congress to give it their prompt attention and support," with similar expressions.

By [illegible], said to be a unanimous vote.
" Illinois.
" New York, vote Senate, 1 nay—House, 11 nays.
" Connecticut, unanimous—both houses.
" Maine, Senate unanimous—House 3 nays.
" New Hampshire, Senate unanimous.
" Vermont, unanimous—both houses.
" Rhode Island, Senate unanimous—House 2 nays.
" Georgia, Senate 1 nay—House large majority.
" Tennessee, unanimous—both houses.
" Alabama, Senate 6 nays—House 50 yeas, and 32 nays.
" Maryland, Senate unanimous—House, no opposition.
" New Jersey, unanimous—both houses.
" Ohio, Senate 3 nays—House unanimous.
" Kentucky, unanimous.
" Pennsylvania, Senate 1 nay—House 11 nays.
" Michigan Senate.
" Iowa, public meeting—the governor presiding and most of the delegates present.

The committee are informed that the subject has been well investigated in many of the States; that regular committees have examined and reported upon it; and [illegible] Mr. Whitney has explained, in person, its general [illegible]. [illegible] [illegible] [illegible] it to be [illegible] the [illegible] [illegible] of the people that the plan may be adopted without delay, and your committee, viewing the subject in all its great and highly important bearings, concur in the opinions formed by the legislatures and people, and recommend its immediate adoption by Congress. The committee would further [illegible], as is represented by the memorial (as [illegible]) that a few years' delay [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] disposed of, and [illegible] [illegible] [illegible] [illegible] [illegible] insurmountable difficulties in the commencement of the work.

The committee, in conclusion, say that the plan of a railroad to connect the Atlantic and Pacific Oceans, as proposed by Mr. Whitney, and approved by the committee, has received the approbation of the legislatures of the States of Maine, Vermont, Connecticut, New York, Pennsylvania, Ohio, Indiana, Illinois, Tennessee, and other States of the Union.

APPENDIX TO THE REPORT.

No. 1.

Memorial of Asa Whitney, praying that a portion of the public lands may be set apart and sold to him, to enable him, by sale and settlement thereof, to construct a railroad from Lake Michigan to the Pacific Ocean.

To the Senate and House of Representatives of the United States in Congress assembled:

Your memorialist begs respectfully to represent to your honorable body, that he presented a memorial to the last session of the 28th Congress, praying that a tract of the public lands, sixty miles in width, from Lake Michigan to the Pacific Ocean, might be set apart and granted separately to furnish means, by sale and settlement, to enable him and his associates to construct a railroad to connect with the above-named points.

Said memorial was referred to the Committee on Roads and Canals, and a unanimous report adopted "recommending the subject to the deliberate attention of Congress and the people, and the public lands as the only means for such a work, which should not be long delayed, as the lands were rapidly being taken up." Said memorial is now respectfully submitted.

During the summer of 1845 your memorialist, with a company of young men from different States, explored and examined a part of the proposed route. The object and results of said exploration were [illegible] and reported by your memorialist to the 29th Congress. His memorial was referred to the Committee on Public Lands in the Senate, Hon. Mr. Breese chairman. The able report was unanimously adopted by the committee, and with a bill introduced was passed to a second reading, ordered to be printed; your memorialist begs to submit said report with his memorial to your honorable body.

Your memorialist, viewing the great importance of this great object to our whole country, has devoted his whole time and attention to it. He believes he has examined the subject in all its bearings, and made himself master of it, and fixed upon the only plan by which this work can ever be accomplished.

Your memorialist would now represent and explain the plan by which he proposes to carry out this great work. He prays that your honorable body will be pleased to set apart and sell to him, sixty miles wide of the public lands (and an equivalent for any which may have been taken up) from Lake Michigan to the Pacific Ocean, for this special purpose. He has explored and examined a part of the route, and from the lake westward, for 800 miles, the land is of the very best quality, but nearly 400 miles of this 800 without timber, and then no timber on to the Rocky Mountains.

That after this 800 miles, onward nearly to the ocean, the land is represented as very poor—too poor to sustain settlement; therefore the whole work is based upon the 800 miles of the first part, with the belief that the facilities which the road would create and give to settlement, intercourse, and communication with markets, would render a part of the poor land useful and available.

Your memorialist does not ask your honorable body for the appropriation of one dollar in money, or even for a survey of the route. He proposes to make the necessary commencement of the work, with sufficient preparation and arrangements for its continuance, and complete ten miles of road at his own expense; and when the ten miles is completed to the satisfaction of a commission, appointed by your honorable body such survey,) and with his satisfaction that the work will be continued, then your memorialist would receive five miles, or one-half of the lands on the line of the ten miles of road completed, with which to reimburse himself. The other five miles, or half of the lands, to be held by the government, and so on for each and every ten miles for the eight hundred miles of good land, or so far as the one-half of the land set apart will furnish means to complete ten miles of road. Thus the road would be completed for the 800 or more miles, and in operation with one-half (the alternate five miles) settled with towns, villages, and cities, while the other half (or alternates) held by the government would be enhanced in value more than fourfold what *all* is now worth, and held or sold as the demand for actual settlement may require; but when sold, to be sold as Congress shall direct, and the proceeds held as a fund to continue and complete the road through the poor lands all to the ocean; and the road and machinery also held by the government as further security that the work will be continued and completed. Beyond the 800 miles of good lands, and through the poor lands, when each and every ten miles of road shall have been completed, and the entire ten miles by sixty of lands do not furnish means to reimburse for the actual outlay, then the fund which may have been accumulated from the reserved half of good lands, or the lands, shall be applied to this purpose; but in all cases, the ten miles of road must be completed to the satisfaction of the commissioner, before any lands, or money from lands sold, can be touched by your memorialist and associates.

When the road is so far advanced that security can be given to the government that it will be completed, then your memorialist shall pay to the government 10 cents per acre for all the lands set apart for this work; but the balance, with the fund from the half of the good lands, if any, after the road *is* completed, shall be held subject to keep the road in repair and operation while it may be considered as an experiment, and until by its earnings it can provide for itself; then the surplus land, and funds if any, with the road and machinery, shall belong to and be the property of your memorialist and his heirs and assigns, but leaving with Congress, if necessary, the power of prescribing the mode of sale for any surplus lands at public auction to the highest bidder; and leaving with Congress the power of fixing and regulating the tolls of said road forever after, sufficient only for repairs, operation, and necessary expenses; with power also to fix and regulate the transportation of United States mails, troops, munitions of war, &c., belonging to the government; thus making it a national road, still built and carried on purely as an individual enterprise, without any government, political, or party machinery or influence.

Your memorialist would further represent, that one mile by sixty wide would give 38,400 acres; and when the lands are good, one mile of land, at $1 25 per acre, would furnish means sufficient only to build two miles of good road, (as this must be,) with heavy rail, with bridges and the necessary machinery; and leaving the double quantity of land on the first part is the sure and only guaranty to the people that the road will be completed, and without which it would be impossible and idle to attempt it.

Your memorialist would further represent, that the distance from the lake to the ocean, on a straight line, is but 1,700 miles; that from the lake to the pass in the mountains is 1,093 miles; and a road may be constructed on a straight line, but allow for detour 50 miles, is 1,143 miles; thence to the mouth of the Columbia River, or to Puget Sound, is 787 miles, but allow for detour 100 miles, is 887 miles—making the estimated distance from the lake to the ocean 2,030 miles.

It is estimated that it will cost for a good road and fixtures, $20,000 per mile; for 2,030 miles	$40,600,000
And as the road, except this side of the Missouri, cannot earn any income until all is completed, a further sum, for repairs, operation, and machinery, will be required of	$25,000,000
Probable cost of the road when completed and ready for use	$65,600,000

but it has been estimated much higher.

The 2,030 miles by 60 wide, which your memorialist has prayed for, for this work, would amount to 77,952,000 acres.

The 800 miles of good lands would give 30,720,000 acres; from which deduct waste land and usual expenses of sale, and allow the building of the road to enhance the value so as to average $1 25 per acre, would yield [illegible]. Thence to the ocean, 1,230 miles—47,232,000 acres—the greater part of which is represented as being too poor to sustain settlements; but there [illegible] which the [illegible] would undoubtedly [illegible] to secure it to average one-half of the present government price ($1 25 per acre,) and deduct expenses of sale, and we have $[illegible] more—making together $[illegible],879,000, or less than the estimated cost of the road. But your memorialist believes that, by connecting the sale and settlement of the lands with the building of the road, and the great advantages which the road would render to settlement, he will be enabled to realize the means for the full and complete accomplishment of the work; but *if the commencement is delayed even for a few months, the lands on the first part of the route (on which all depends) will be so far taken up as to defeat it forever.*

Your memorialist believes the lands which he has prayed for are of no value, (except for a small part of the first part of the route,) and believes it impossible for settlement to take place without the road first, as there are nearly [illegible] miles without timber, and no navigable streams to communicate with civilization, and no possible means to transport materials for buildings and fences; therefore settlement would be impossible, and the land of no use to man, or value to the nation; but by taking settlement and materials on with the road, connecting the two together, the hopes and expectations of your memorialist can be realized, but not otherwise. The estimates and calculations which he has presented to your honorable body is not to show the present or future value of the lands, but to show that he has full confidence in the effect which the road will produce on them.

Your memorialist believes that the nation at large will receive benefits far beyond any present or future value of the lands; and as it is a work so directly and decidedly national, that a price should be fixed for the lands—not at what the government are now selling the best at—not at what even it is proposed to reduce the price by graduation, but at the actual cost to the government—that though 16 cents per acre has been named as the price for your memorialist to pay for all the lands, he considers that price as too high, believing the government can never, in any other way or time, realize so large a sum, and believing the government should not speculate upon a work promising such vast and beneficial national results. Your memorialist, taking upon himself the entire risk and responsibility, should the enterprise fail, the government lose nothing, while he must lose all; he therefore feels that the price for the lands should be fixed at not above their actual cost to the government, and it cannot be expected that your memorialist and associates will pay out some 13½ millions of dollars for lands to build this road, without expecting a return for it; therefore, if the lands set apart do not furnish means to complete the road, and reimburse the 13½ millions, then so much more must be added to the tolls as will pay for the use of this investment; so the government and the people are interested in fixing the price to be paid for the lands at their actual cost.

Your memorialist believes that he has fixed upon the only route across our continent where such a road can be built, where the streams can be bridged, so as to make an uninterrupted intercourse from ocean to ocean; the only route where the wilderness lands can be made to produce the means for the work; the only route where so vast an extent of wilderness country can be opened to settlement, production, and communication with all the markets of the world, creating and producing the only means to increase and sustain commerce, as well as all other branches of industry; the only route where the climate would not destroy our animal and vegetable products, thereby closing to us forever the vast markets of Japan, China, and all Asia; the only route which would give all our Atlantic and gulf cities a fair opportunity to participate in all its vast benefits. It will be found, from actual calculation, that the starting point, on the lake or at the crossing of the Mississippi, is nearer to Charleston and Savannah by 80 miles, than to New York, and 380 miles nearer than Boston; and the Charleston and Georgia roads are now completed nearly to Tennessee, and will be the first from the Atlantic to reach this; that Mobile and New Orleans, by proposed railroad routes, are nearer than New York by 371 miles, and nearer than Boston by 311 miles; Richmond and Baltimore 300 miles, and Philadelphia 100 miles nearer than New York; and there is no other route across our continent which would change the present route for the commerce of Europe with Asia.

A canal at Panama, Nicaragua, or Tehuantepec, has been mooted for nearly 300 years, surveys and explorations made; but all rests where it commenced, and will undoubtedly remain so. No one has examined and calculated to see if anything in distance could be gained, and your memorialist begs to present to your honorable body the actual distances from London to Asia, via the present sea voyage, and via a proposed canal, as well as via railroad to Oregon. His calculations are for a [illegible]

Panama, through Nicaragua and Tehuantepec are a few degrees north and [illegible] and Darien [illegible] the distance, but the navigation and [illegible] to [illegible] Europe would be far more dangerous and difficult than Panama.

From London to Panama, 83° of longitude and 40° of latitude would be overcome, and which, on a straight line, would vary little from.... 5,

From Panama to Canton is 170° of longitude, counting 60 miles to the degree, and is, on a line.. 10,

Making from London to Canton on a line via the proposed canal.......... 15,

From Canton to England, via the Cape of Good Hope, in the season of [illegible] and monsoons, as follows:—

From Canton, through the China Sea, to the Equator is.................. 1,
From the Equator to Sunda Straits, to 12° south latitude..................
Through the region of the southeast trades to 37° south latitude and 50° east longitude.. 3,
Thence to the Cape.. 1,
From the Cape to London... 5,

Total... 12,

Again: From Canton to England, via the Cape of Good Hope, in the [illegible] northeast monsoons:—

From Canton to the Straits of Banca......................................
Thence to Pitt's Straits, passing near the Pelew Islands................ 1,
Thence to Alla's Straits.. 1,
Thence to 37° south latitude and 50° east longitude..................... 3,
Thence to the Cape.. 1,
And thence to London.. 6,

Total... 14,

In the first instance, the route by canal would increase the distance between London and Canton 3,000 miles; and in the latter, 730 miles.

The distances both for a canal and for via the Cape, are estimated for a [illegible] from point to point; but, owing to trades and currents, a sail vessel could [illegible] either voyage on a straight line, and the voyage from London to China is [illegible] not less than 17,000 miles; and it would be increased in the same manner and [illegible] time by the canal route.

From London to New York is 74° of longitude, at 45 miles to each........ 3,
Thence to Puget Sound, or Columbia River, via proposed railroad is........ 2,
Thence to Shanghae, in China, is 133° of longitude, at 47 miles each...... 5,

Making from London to China, via New York and the railroad............... 11,

For the railroad part of this route, the actual railroad distance is taken [illegible] surveys; thence to the ocean 300 miles is allowed for detour. The sea part [illegible] made by steam on a line, and a saving from London to China, over the canal [illegible] 4,270 miles on a straight line, and equal to more than 6,000 miles under [illegible] trades and currents, and for sail vessels, the distance being so great from point [illegible] that steam could not be used except at an enormous expense; and there would be a saving of more than half in time.

Again: From England to Singapore, via the proposed canal, during the [illegible] monsoons:—

From London through the canal at Panama.................................. 5,
Thence to Singapore on a line, 180° longitude, at 60 miles each........... 10,

Total... 16,

From England to Singapore, via the Cape of Good Hope, [illegible]

From England to the Cape	[illegible]
Thence past the Island of Amsterdam at St. Paul's to 105° east longitude, and between 39° and 40° south latitude	[illegible]
Thence to Anjier Point	1,740
And thence to Singapore	600
Total	[illegible]

or 3,[illegible] miles against a canal.

From London to New York as before	3,100
Thence to Puget Sound	[illegible]
Thence to Singapore, [illegible]°, at [illegible] miles each	[illegible]
Total	[illegible]

or [illegible],115 miles less than straight line by a proposed canal, and may be accomp by steam, saving more than half the time. Again:—

From England to Valparaiso, via Cape Horn is	[illegible],400
proposed canal	[illegible]
Difference	[illegible]

in favor of a canal, but would not change the route.

By reference to a globe, it will be seen that a vessel anywhere on the coast Panama, bound to China, would gain more than 2,000 miles in distance by first p ceeding to Oregon, and thence to China. For steam, this route is the only means supply for fuel; and it will be seen that in crossing the globe within the tropics, degree of longitude measures full 60 miles, while, on a course from a point of 30° a line to 46°, latitude measures but 47 miles to the degree. [illegible] but your memorialist begs to submit an article from De Bow's Commercial Review October, fully explaining this subject of route. It was prepared with great care labor, and your memorialist believes its statements and calculations of distances to be correct, and doubts not it will satisfy all who read it.

Your honorable body will see, from the map herewith submitted, that our count is placed in the centre of the world; Europe, with 250,000,000 of population, on side, and all Asia on the other side of us, with 700,000,000 of souls. The Atla 3,000 miles across, separating us from Europe, while the calm Pacific rolls 5,000 mi between us and Asia, and no part over 25 days from us; and it will be seen that proposed road will change the present route for all the vast commerce of all Europe with Asia, bring it across our continent, make it and the world tributary to us at the lowest tolls give us $[illegible],000,000 per annum for transit alone.

It would bind Oregon and the Pacific coast to us, and forever prevent the otherwise inevitable catastrophe of a separate nation [illegible] to rise at our doo control us and the world. It would open the vast markets of Japan, China, Poly sia, and all Asia to our agricultural, manufacturing, and all other products. It wo open the wilderness to the husbandman, and take the products of the soil to all markets of the world. It would make available and bring into market lands now remote from civilization, and add millions of wealth to the nation. The labor of now destitute emigrant would grade the road, and purchase him a home, where com fort and plenty would surround all. Man's labor would receive its proper reward, elevate him from debasement to virtue and [illegible]. It would unite and bind us toge as one family, and the whole world as one nation, giving us the control over making all tributary to us.

Your memorialist would further represent to your honorable body that his memo rial and plan, presented to the 28th Congress, was the first memorial plan ever p sented to Congress, or to the world, for a railroad to connect the Atlantic with the Pac cific, across our continent; that in his memorial to the 29th Congress, the origin of th plan is dated back to 1830; that your memorialist, in urging this plan, sustained a efforts by declaring "the work could not be done by government; could not be do by States not yet formed, and could not be done by individual enterprise; because n man would invest money in a work which could not produce any income during h life time;" therefore your memorialist believes there can be no plan for this work o which his is not the origin and foundation. His plan has now been before the public

more than three years, and the expression throughout the country h
favor; and the press has, almost without exception, urged its adoptio
latures of 17 States, by almost unanimous votes, have passed resol
and declaring it "the only feasible plan by which this great work
plished;" recommending its adoption by your honorable body, and r
questing their delegates "to give it their prompt attention and suppo

Your memorialist would further represent that he has devoted m
than three years in this country, and nearly two years in Asia, to th
that he can commence the work without any delay, and is fully satis
carry it out to its full and perfect completion on the plan he has p
material alteration would defeat the whole. He therefore prays tha
body will take this great subject into early and deliberate considerat
and, as in duty bound, will ever pray.

ASA WHITNEY.

WASHINGTON, D. C., March 17, 1848.

No. 2.

LOUISVILLE, A

SIR:—Your letter of the 6th instant, accompanied by a printed cop
rial to Congress on the subject of a railroad to Oregon, was received
With my thanks for your kind remembrance of me, and in answer
I take pleasure in giving a few items of information respecting t
the Missouri, that have come within the scope of my observation and

I was the first to navigate that river with a steamboat, from Char
cil Bluffs. The draught of my boat (the Western Engineer) was thr
age was performed in the latter part of the summer of 1819. It wa
culty, in many places, that I could find channels across the sand-ba
enough for the passage of the boat.

In October of the same year, I descended in a canoe from Engine
near Council Bluffs, to the mouth of the Missouri; the water being
than before, and the depths in the channels across the bars not
inches.

Three steamers beside the Western Engineer attempted to ascend
same year, but failed for want of a sufficient depth of water in the ch
bars.

Within the last three years snag boats, under my direction, have b
removing snags and other obstructions in the Missouri, from its m
whenever the condition of the river and state of the weather would
boats, which draw two to five feet, have been more or less impeded i
by shoals, in every low water season. In the summer of 1844, they
for several weeks; in that of 1845, the river continued too low, during
of the summer, to admit any operations on the snags, &c. even wit
three feet. The prevailing depth across the bars was limited to ab
during the low water season.

The spring and summer floods of the Missouri usually prevail fro
March to the middle of July, during which the river is navigable from
Council Bluffs, (and I know not how much farther,) for boats of ord
burden; the period for steam navigation, with such boats, being abo
annually.

As you intimate in your memorial, the navigation of the Misso
impeded by forests of prostrated timber converted into snags, sawy
and is seriously incommoded by the frequent changes that take pla
channels are removed from place to place, sometimes shifting fro
other of the river.

The character of the river is such, that no permanent improvement
can ever be realized. All that can be done in this way, is simply to
[illegible] whenever they present themselves.

I remain, dear sir, very respectfully, your most obedient servant,

A. WHITNEY, Esq., Washington, D. C.

No. 2.

New York, January 5

Dear Sir:—The following statement, relative to the Missouri and nav that stream, was given to me by Captain Joseph A. Sire a year ago, while the employment of your house, commanding one of your steamers on the If Captain Sire's statement corresponds with your own knowledge of that riv feel much obliged if you will certify and return it to me, that I may use it before a committee in Congress.

Most respectfully, your obedient servant, A. WHI

To Pierre Chouteau, Jr., Esq.

Captain Joseph A. Sire says he has been in the employment of Messrs & Co., and navigated boats on the Missouri River for 25 years; that from St Council Bluffs, there is high water generally for three months in the year, du a steamboat, 300 tons burden, might be taken up in nine or ten days, th water 700 miles, but on a line by land not over 380 miles. For this thre there is an average of six feet of water. This navigation might be improv ed only for the time being by the removal of snags, but no permanent imp could be made, owing to the constant changes of the channel or course of the bed of which and bottom lands, from bluff to bluff, are entirely of "q During this three months of good or best navigation, the cost of transport dollar for one hundred pounds weight.

From St. Louis to Council Bluffs, (which is near the mouth of Platte R river is always closed with ice for four months of the year, and the ice b usually thick—as thick as five feet. For the remaining five months of th water is low, varying from thirty inches to four feet; for three months, a might take up 75 tons freight, but for the two months lowest stage, not ov and then sometimes obliged to discharge and leave a part half way and re During the five months of low water, it requires fifteen days from St. Louis Bluffs, and the cost of transportation $2 50 per hundred pounds. The n down the river from Council Bluffs, though sometimes more rapid, is more and destructive to steamboats. A good boat in this business will not last lo three years. This river is such that it cannot be depended on, nor can it b slack water navigation—dams could not be erected to stand; the current bed and bottom all quicksand. Were the obstructions removed from one would be but the means of filling up another—making another bar.

For 150 miles above Council Bluffs to near the Big Sioux River, the riv power and the navigation better than for the 150 miles below; thence to th Pierre the navigation becomes extremely difficult on account of the width of being spread over more surface.

The high water for this part of the river continues for about two month then it cannot be depended upon for over four and a half feet. This co mences about the middle or latter part of May. At this stage, even, with th of the bottoms and rapidity of the current, new channels and new bars are c being formed, and it cannot be depended upon. During this high stage, he to Fort Pierre 100 tons of freight, but not without great difficulty; thence to low Stone, he has taken, during same period 50 tons. During the high w current is very rapid, and would require from St. Louis to the Yellow St forty-five to fifty days, and would cost for transportation $8 for 100 pounds. water the river cannot be navigated, as there is not over two feet. Betwe and low water the [illegible] may be made in thirty-five to forty days, becau rent is not so rapid [illegible] about 50 tons of freight might be taken up at a co $5 to $6 per [illegible] pounds. From the middle of July the water falls till to the lowest point, and cannot be depended upon for more than the two mo

The river rises only from the snow in the mountains; there is never m The greatest rise above Council Bluffs is not over fifteen feet, which is con great rise.

There is but little timber above the Jacques River. On to Grand River, come to a better country, the timber is cotton wood; and there is but littl [illegible] above the Big Sioux.

This river can never be made a general communication
nor could any part of it be depended on as a ferry for
Locks closed with ice four to five months each year, and
[illegible] more not over thirty inches to four feet.

New York, January 4, 1846.

The above statement of Captain [illegible]

No. 4.

Your committee will now exhibit a brief statement of
mercial (external and internal) position, advantages, and
extensive commerce with us across the Pacific to the
on the shores of that sea.

After leaving the Russian possessions, as near to our
which will not be without its advantages,) we come to
tary, a part of the Chinese empire. This is approached
by the mouth of the great river Saghalin, in north latitude
tude 141°, just above the island of Japan. This river,
world, and said to be navigable for an immense distance,
Russia into and through a part of Russia, and along its
than 4,000 miles, and, with its tributaries, drains 500,000
branches passes near the great wall of China, and is a
the great capital, Pekin. This immense river appears to
means or of commercial communication for the vast

The number of the inhabitants of this extensive region
to be estimated with the population of China. The people
are nomadic, but agriculture is common in the south.
not known; but as traffic is the inherent propensity of
ready to exchange what he has for something different, and
with the aborigines of our country, we may conclude
opened with them from our shores to their great river,
where may extend to an inconceivable amount.

We see that this vast region slopes to us, and their great
tributaries, points to us, and distant from the Columbia only
a voyage from New York or London 20,000 miles, requiring
to perform it. We come next to the islands of Japan,
about 45° down to 30°, and between the 130° and 161°
population, McCulloch says, no estimate yet put forth has
accuracy. The most moderate, however, fixes it at
They exclude foreigners, and have no foreign commerce,
one Dutch vessels and ten Chinese junks. They are said
ingenious. They produce silks and [illegible], and a great
finest specimens of their manufactures, as well as printing,
excelling that of the French in taste and execution. Their
particularly copper, which is so abundant as to admit of
principal article of the Dutch trade; also sulphur, tin, gold,
but iron is not abundant.

The time is not far distant, after the completion of the
believe, when an exchange of commodities must take
people to an immense amount. We can [illegible] break their
[illegible]. Their distance from all the commercial nations of
the principal cause of their isolation. They could give us
gold and silver, and their many and various manufactures, for
our flour, our [illegible], our cotton and wool manufactures,
leather and hides, (of which, [illegible] they consume the
[illegible], and ours will be the only source of supply,) as well
[illegible]. They are from the Columbia, or San Francisco, but
[illegible], and shortest from the Columbia River 2,000 miles.

We have now approached the vast empire of China,
north latitude and between 98° and 140° east longitude

[illegible]

P. CHOUTEAU, JR.

[illegible]

[illegible] in 1812, [illegible], upon an area of [illegible] Tartary. [illegible] says, in the [illegible] China proper contains an area of [illegible] square miles; [illegible] by official report, was [illegible]. The committee believe it [illegible] to notice here somewhat particularly the different provinces which border upon the coast, and open their riches to our [illegible] order on the north is the Pe-chi-li, its capital, the great city and [illegible] Pekin, with a population estimated at 1,500,000 to 2,000,000 [illegible] north; its population [illegible], upon an area of [illegible] to Crawfurd, [illegible]—population [illegible]. This province [illegible] and the inhabitants [illegible] depend upon the [illegible] through it, and the [illegible] of Pekin, (crossed by the canal,) is navigable for [illegible] for forty miles, and for the [illegible] within twelve or [illegible] great capital.

The great city of Tien-tsin, about sixty miles from the sea, is the [illegible] the capital, with two great [illegible] of life, grain and [illegible] more than 500 junks arrive here annually by sea, [illegible] the greater part of the trade, and all the grain junks [illegible] the country here yields few productions, and Pekin [illegible] the imports are of course very large. [illegible] silver is [illegible] plentiful, and is [illegible] the chief article of export. [illegible] to see so much [illegible] silver in circulation. [illegible] that there seemed no difficulty in collecting thousands of taels at [illegible] A regular trade in silver is carried on by a great many [illegible] Chinese, by J. F. Davis, volume 2, page [illegible].)

2d. The next in order is the Shan-tung province, the native [illegible] lying south and east of Pechili. Its coast [illegible] and the [illegible] population ([illegible]) upon [illegible] square [illegible] The principal [illegible] are [illegible] and [illegible] great supplies from their native soil. They go in quest [illegible] and other places, and furnish from thence the [illegible] of life. The grand canal, or Yun-ho, passes through a [illegible] and is navigated by innumerable small craft. All the grain [illegible] tribute or tax of the provinces to the capital have to pass through [illegible] Pekin. The capital is [illegible]. The coal mines of this province [illegible] valuable, and supply the capital.

3d. We now come to the provinces of Kiang-nan and [illegible] directly south of the last, with [illegible] inhabitants, upon [illegible] square miles. It is an exceedingly fertile and populous [illegible] China. It contains Nankin, the ancient capital, and [illegible] very large cities. The land towards the sea is a continued plain [illegible] covered with villages and cities. The inhabitants [illegible] celebrated for their literary talents, as well as for their [illegible] Nankin is probably the most celebrated as a manufacturing town [illegible] The great river Hoang-ho enters the upper part of this province [illegible] the sea at [illegible] north latitude. The mighty Yang-tse-kiang [illegible] extent of this province, and empties into the sea in north latitude [illegible] are other navigable streams which pass through the province, and [illegible] and the great canal passes its entire length, centering in this province [illegible] of this vast empire for everything from the south and west [illegible] way to and from Pekin; and in this province, just to the north of [illegible] and at the mouth of the mighty Yang-tse-kiang is the great [illegible] open to foreign commerce, and would [illegible] to be the largest and finest [illegible] of all Asia. Mr. Gutzlaff says, "more than a thousand junks [illegible] the river."

4th. The province of Honan, lying inland, west by north of the last, [illegible] square miles, and [illegible] inhabitants, is considered to be [illegible] land which was inhabited by the Chinese. A greater part of the [illegible] which, towards the west, swells into mountains. The capital is [illegible] with a very large population. The great Hoang-ho flows through the province, and is navigable for its whole distance.

5th. Advancing south on the coast, we come to [illegible] province [illegible]

and green teas. It contains [illegible] inhabitan
square miles. It is thickly populated, and its inha
most polished in the empire. The Island of C
Ningpo, the port open to foreign commerce, almo
is an emporium of first rank, and has a good harbo
and about 100 miles nearly west of Chusan, b
the most celebrated city in China, next to Pekin, a
population, wealth, and luxury. This province i
manufactures and of tea cultivation. Chusan is o
the Chusan group are excellent harbors, sheltered
canal commences in and passes through a part of
passes from the terminus of the great canal here,
branch, forming the canal which communicates be

6th. Next in order is the Fuh-kien province,
14,777,410 inhabitants, on 57,150 square miles.
nearly opposite, and under its jurisdiction. The
sufficient supply of grain for the consumption of
barren. The northern districts are more fertile, and
This is particularly the black tea district. No part
good harbors, and no where in China is so brisk a
ple are very enterprising, and emigrate in great
gions of Asia. They are decidedly a commercial
emporium and open to foreign commerce, is the
owning more than 300 large junks, with which the
parts of China, and with the Malay Archipelago.
Foo-chow-foo is the capital of the province, is b
river Min, which is navigable for large ships to w
great emporium for the black tea trade. The lar
built communication with the districts where the te
affording every facility for its safe transportation.
nearly opposite, is said to have made great advance
fertile islands in the world, producing large quantit
and said to be rich in minerals and coals of good q

This and the Chi-kiang province produce the g
and Mr. Gutzlaff says, (which has been found to
correct,) that "they are much cheaper here than a

Teas and silks from these two provinces, as well
articles of commerce, are taken by canal to a branch
north of the Kiang-si province, which heads in the
north, and longitude east 115°, which stream is
Meiling Pass, 36 miles, on men's shoulders, to
Canton River, to Canton. Thus has all the comm
Pekin, and from and to Canton with the provinces,
shoals, and sand bars, and high mountains, with gr
rence estimated at not less than 25 shillings sterl
equal to $4 17 per hundred pounds. With all th
conveniences, still there has, as yet, been but little
owing partly to the fact that Canton and Hong Ko
closest to India and the opium trade, and on account
up and down this coast six months each way, rend
ail vessels, and very difficult for a steam vessel, to
vessel sailing from or to San Francisco, or the Col
wind favorable—that is, what the sailors term "on
The object the English have had in view, or one o
the commerce of China at Hong Kong, and with t
and capital in India, thus to control it. The opium
they fought for it, has operated against the poli
much, that they would now willingly have the
unless they can make Chusan; hence the
channels.

n, on a superficies of 97,
es are perhaps the finest and
usum is directly in its front,
directly opposite to Chusan,
. Hang-choo, its capital, situ-
ing an estuary of the sea, is
d the seat of vast industry,
n the very centre of the city
lled "Tea Island." Amongst
gainst all winds. The great
this province. A canal also
and joins the Yang-tse-keang
ween Canton and Pekin.
situated directly south; with
he Island of Formosa is di-
uthern part does not afford a
ts inhabitants, the soil being
produce an abundance of tea-
of the Chinese coast has more
ade carried on. The inhabi-
numbers to the southern
people. Amoy, the principal
dence of numerous merchants
carry on trade with the other
moy is in north latitude 24½°
h latitude about 26½°, on the
in ten miles of the city, the
river on which the town is
are grown and manufactured,
The Island of Formosa, di-
in trade; it is one of the most
of sugar, rice, camphor, &c.,
ality, in abundance.
al staples of teas and silks,
e true since the ports were
Canton."
s all other products and all
of the Yang-tse-keang, in the
eilin Mountains, in latitude 25°
d as a canal; thence over the
le being used; thence on the
ese from and to Canton and
for years been drawing over
t difficulties, involving an ex-
g for every picul of 133 lbs.,
heavy expense and great la-
trade diverted from Canton;
y are nearer and more conve-
of the monsoons, which blow
ring it almost impossible for a
make head against it; while a
umbia River, would have the
the wind," and most desirable
them, was to concentrate all
e immense power, influence,
of the northern ports, though
y they hoped to establish; so
ern ports closed against them,
is carried on through its old

This apparent expense of transportation on the teas o
land and the United States, at the above estimate, amount
of $1,500,000 annually. These two provinces are directly
Commerce of teas is prohibited by water for the Chinese
7th. Kiangsi is directly west of the two last provinces;
an overflowing population. Its extent is 72,000 square mi
habitants; it has some large cities. The mighty Yang-tse-k
ern frontier, and its southern branch extends through it
and south, to the Meilin Mountains and pass, forming
Canton.

8th. Directly west of the last-mentioned province is the
bow, Hoo-pih, and Hoonan; population 36,022,000, upon
square miles. The fertility of this province is highly extol
it does not produce anything beyond a supply for its in
some large cities. The Yang-tse-keang passes entirely
with many windings as well as tributaries, and many are
gable.

9th. Proceeding south we pass the Meilin Mountains to
tung, fronting the China Sea; it has 97,100 square miles,
tants. The principal city of this province is Canton, one o
of all Asia, and, till the peace of 1842, the only place lega
in the Chinese empire. Its population is estimated at 1,00
are industrious and skilful, and well imitate European ma
ted about 75 miles inland from the sea, on the Choo-keang
has its source in the Meilin Pass, and is used as the only c
all the northern and north-western provinces.

The entire foreign commerce of the empire, until 1842,
this city. McCulloch, in speaking of Canton, (Com. Dic.,
"the British trade with China has progressively and rapidly
and the great mass of the foreign commerce (which, in
junks, is estimated at $80,000,000 yearly) is carried on
Americans."

10th. The next province of note is Kwangsi, situated
and communicating by means of a large navigable river, w
towns west, and navigable through the entire province. T
population of 7,313,895, upon 87,800 square miles; it pro
grain, and the mountains are said to be rich in ore, and ev
the policy of the Chinese government does not allow the w
are said to be numerous and rich in many parts of the em
for fear of withdrawing the attention of the people from
soil.

The committee would state that the above embraces only
on the coast, or directly communicating with it by naviga
with an aggregate population of 274,097,977, with ability f
limited amount. The provinces west communicate with th
tude, and contribute to its importance.

This vast empire is drained by immense rivers, some la
Mississippi and Missouri. The Saghalin, on the north, has
Pi-ho, communicating with the great city, Pekin, and empty
Pecheli; the great Whang-ho (Yellow River) takes its ri
west of Kokonor, passing through several territories, then e
pire, where, after crossing the great canal, it empties into th
tude about 34° north, and estimated to be more than 2,000
We next come to the mighty Yang-tse-keang, (son of the
the Pa-ling Mountains, in Thibet. After an immense dista
vation, it enters the Chinese empire in north latitude abo
its way through the richest part of China and the most
any part of the globe, crossing the vast empire, and after
by its tributaries, its lakes, its vast and numerous winding

canals, almost the entire empire, and after drawing together on the great canal
Ching-kyang-foo, the vast productions, commerce, and resources of the
part of this vast empire, gently rolls itself into the ocean in north latitude
31°, just in front of the great city of Shanghae, the port open for foreign
merce, being in length more than 4,000 miles, and navigable even into Thibet.

South of the Melin Mountains we find one large river draining the
southern provinces, connecting with Canton and the ocean; and a river
the channel of commerce and intercourse north, from Canton to the Melin Pass.

Thus it will be seen that this vast empire slopes to the ocean and to us, with
whole territory intersected by canals and navigable streams, all uniting with,
tributary to, the mighty Yang-tse-Keang and Whang-ho, wafting their
freights into the great canal, convenient to the great city of Shanghae,
from the Columbia or San Francisco 5,400 miles, and ready for an exchange
our numerous products and commodities. The present sea voyage is over
miles, and requiring nearly six months in which to perform it.

The committee would also remark, that these immense rivers and canals,
all together, rendering inland communication so exceedingly easy, and pouring
entire fountain of production of the entire empire into the ports with which
can so easily communicate, appear as if the arrangement was intended for our
cial benefit by a Divine Providence.

The population being from the imperial census, and taken for taxation, is
posed, by those best informed, to be under, rather than over the actual
and it is also believed that a considerable increase has taken place since that
and that the entire population of China is not now less than 450 to 500,000,00
of the most temperate, orderly, frugal, intelligent, and industrious, of any
on the globe; not one of whom, arrived at man's estate, but can read and
They use no machinery, even for manufacturing; still, with all the soil
they do not produce from it enough to sustain life, and famine often comes
short drought. Their foreign commerce, carried on by themselves, is small,
confined to Japan, Manilla, Java, Borneo, and Singapore. Their productions
export are teas, in which they have no competitor, raw silk, and
silks, which may be extended to an unlimited amount. With a little
they can compete successfully with any nation, except, perhaps, in articles
taste, purely in blending colors. Plain silk goods they can make cheaper
any other nation; but our tariff of 1842, imposing a specific per pound duty,
tirely excluded their silks.

They are very ingenious and expert, and manufacture almost anything to
taste. Some of their goods are richer than those of similar fabric in any
country. They produce drugs, camphor, rhubarb, &c., &c., for all the world,
can produce any quantity of sugar, and probably cheaper than any other
for labor is nowhere so cheap, or more bountifully applied; and they can
numerous other articles both desirable and useful, which are now excluded
their exports by the expense unavoidably attendant upon a commerce so far
Their imports consist of manufactured cotton and woollen goods, some iron
steel, and a variety of other goods from England; and from Bombay,
and Madras, 300 to 400,000 bales of cotton annually, and from 12 to $20,000,0
in opium, and some rice. From the Dutch islands they import a large amount
rice, an account of which is not found in any statistics. Waterston's
page 158, says: "The quantity of rice imported into China in 1834, in British
sels, was 15,406, and in American 7,412 tons: total 22,818 tons." They also
port products of the sea and islands, such as birds' nests, biche-de-mer, fish
sharks' fins, sandal wood, putchuck, rattans, pepper, and a great variety of
From us they take some raw cotton, and hereafter it is probable they will take
large amount. They now use it for wadding their clothing. It is better than
Indian cotton, and we can produce it cheaper; but, in the manner in which
gin it, the fibres are bent or broken; and as they have no machinery, they
straighten or use it for spinning. A way will yet be found, no doubt, to
plish this object, when it is not unreasonable to suppose they will take 300
500,000 bales annually; and more, if we take their products in exchange. They

take our cotton goods, drills, and sheetings, to a large amount. No nation can compete with us in these goods, and they, the former particularly, may be considered as staple as rice. They take our lead and copper, our ginseng, furs, and our flour, and if we could send to them short of the long voyage twice across the equator, (almost sure to destroy all produce, animal or vegetable,) they would take our Indian corn in any quantity, our rice, our tobacco, our pork, beef, hams, and lard. All foreigners, now there, depend upon us for these articles, as well as butter and cheese; both of which, your committee are informed, being sold frequently at $1 per pound. It appears that in 1838 they commenced taking leather and hides from Russia; the amount more than doubled in four years. As they keep but few animals, they cannot supply themselves with leather; and this is no doubt the cause why it has not been in general use; but should its use increase as it has commenced, the demand will soon become very great, and to us alone must they look for a supply.

The committee have mentioned a few leading important articles; but should we succeed in opening a direct way whereby a free, frequent, and cheap exchange would take place, they fully believe the variety on each side would be endless, and the amount without limit; and we should have an advantage over the present sea voyage, or any other route or channel, which would be incalculable, and will all pass, both ways, in north latitude from above 30° to above 40°, so that teas and other products, our Indian corn, flour, beef, pork, hams, butter, cheese, &c., &c., will escape the great danger of injury and destruction from the long sea voyage around the Cape, or any route twice across the equator.

It is known that the Chinese are not a maritime people, and probably never will be so, from custom and want of materials for building ships; therefore the more important is the commerce to us, as we should be carriers both ways. We now have all this within our grasp, to be secured to us forever by this iron road, as the committee fully believe.

Starting again from our coast, and taking a more southern direction, we first come to the Sandwich Islands, properly called the West Indies of the Pacific, in north latitude 20°, west longitude 156°, distant from our coast 2,160 miles. This group of islands has become important as a commercial station in that vast ocean. The population in 1836 was 108,000; imports, $475,000; exports, $460,000; it is said to be very fertile, and produces sugar cane of better quality than any other part of the world, and some advance has been made in the manufacture of sugar. The population has made great advances in civilization. In 1831, there belonged to the island 14 vessels, of 2,880 tons, of which four brigs and seven schooners belonged to the natives.

We next come to the many islands of the Pacific, called Polynesia; their supposed aggregate population 1,500,000. Much has been said of these many islands, their richness of soil, capacity for tropical productions, products of the sea, &c., &c.; but commerce is to develop their resources, as also to civilize the inhabitants, as it has with the Sandwich Islands. To us they will be important, and by our commerce and intercourse must they be brought to light and life.

We now come on the south of the equator to the island of Papua, or New Guinea, situate between the equator and south latitude 9°, and between 130° and 150° west longitude, with the Pacific Ocean on the north and east; number of inhabitants supposed 500,000; area, 306,340 square miles. The inhabitants are supposed to practise gardening in the interior, as they supply the inhabitants of the coast with food, in exchange for axes, knives, and other coarse cutlery, which are purchased from the Malays and Chinese; also, from the latter, blue and red cloths. In exchange the Chinese take massoy bark, slaves, ambergris, bêche-de-mer, tortoise shell, pearls, birds' nests, birds of paradise, and many other articles. This island is distant from our continent 5,340 miles.

We now come to Australia, a continent, as it is called, lying between 10° 39' and 39° 11' south latitude, and extending from 113° to 153° 16' east longitude. Its form is compact; its average length estimated at 1,750 miles; its coast line 7,750 miles, and its area estimated at about 3,000,000 square miles; population, colonial, 150,000; natives, 55,000. The aggregate population of the adjoining is-

limits with it, is estimated at about 1,000,000. It is an English posse
becoming important; probably capable of sustaining an immense popula
tant from our continent 6,000 miles, and directly on the route from Orego
Coal is said to be abundant in immense fields, and in strata more hori
in the old world, and not far below the surface. Near the equator, in l
north to 6° south, and from 119° to 125° east longitude, is the island o
area 75,000 square miles; population between 2 and 3,000,000. This i
possession, producing a large quantity of rice, which is principally e
Chinese.

We now come to numerous rich islands. Java, south of the equato
between 6° and 9°, and 105° and 115° east longitude; in length 6
breadth, 40 to 130; area, 45,700; population, 5 to 6,000,000. This i
possession, immensely rich in its products for exports of coffee, sugar, i
&c., amounting annually to over $80,000,000, and mostly to Holland.
tant from our continent 6,800 miles.

Then Sumatra presents itself, divided by the equator, and between 6°
6° south latitude, and 95° and 106° east longitude; 1,050 miles lo
128,000 square miles; population, 3,000,000; very rich in products, yi
nually 30,000,000 lbs. of pepper, and various other articles of profitable c

Then Borneo, divided by the equator, between latitude 4° 10′ sou
north, and 109° and 119° 20′ east longitude; on the north and west
Sea; east, the Celebes Sea and Straits of Macassar; and south the
length, 750 miles; breadth, 350; area, 280,000 square miles; populatio
to be 3 to 4,000,000, of which 150,000 are Chinese. The soil is said t
not surpassed by any, and supposed to be capable of yielding an immens
and great variety of tropical products, which find a ready market in thi
and in Europe. It is also rich in minerals, gold, antimony, tin, and dia
has good harbors.

Captain J. Brooke, who aided the rajah Muda Hassim in expelling t
pirates, received for his reward the province of Sarawak. In 1841 h
session of his province, and established a government or regulations
crown of Borneo. He speaks of the aborigines, or natives, (Dyaks,) i
est terms of praise; mild, industrious, and so scrupulously honest t
single case of theft came under his observation. They are not addicte
the glaring vices of a wild state; marry but one wife, &c., &c. He exp
from them under the influence of civilized intercourse. He speaks of t
Sambas as being very rich, worked by the Chinese, and produces yearl
moderate estimate, $2,000,000; he also speaks of coal. This island w
no doubt, become vastly important, and sustain an immense populati
immense commerce, equal or beyond that of Java, in proportion to its
pared with which it can sustain 30 to 40,000,000, and a production for
$150,000,000 annually.

Further north, and nearer to China, are the Philippine Islands, betwe
5° and 20° north, and 117° and 124° east longitude; area, 134,000 squ
population, 3,500,000; very rich in products; under the Spanish govern
owing to the many restrictions to which its commerce is subjected, a fu
ment of resources is prevented. They produce sugar, coffee, indigo, h
such articles as we want in exchange for our cotton, cotton manuf
many other products. When the inhabitants of these and the other i
lated from vassalage, and can enjoy unrestrainedly the reward of their
we shall find their ability to produce and exchange their products for o
without limit. They are distant from our coast 5,840 miles.

We now come to Singapore and India; the former a small island at
extremity of the Malay peninsula, in latitude 1° 17′ north, and 103° 5
gitude. It is thought all the commerce of British India will centre her
a fine healthy climate, much less variable than Calcutta or other places
rectly convenient to all the islands that it must centre all the comme
distant from Oregon 7,000 miles.

India slopes to the ocean; all the rivers, the only channels of comm in the Himalaya Mountains, and empty into the ocean towards us, opposite our P cific front. The area of British India (Waterson's Cyclopedia, 1846) is 1,287,09 square miles; population, 134,300,000, not including the recent conquest of Cab and Affghanistan, which, with the different tribes or nations bordering, may be es mated at 50,000,000 more, making a total of 184,300,000 inhabitants, the com merce of which now centres in Calcutta, Bombay, Madras, Ceylon, and Singap to an aggregate yearly amount of $150,000,000, though Waterson makes for Ca cutta and Bombay for 1841, Madras 1837, Ceylon 1835, and Singapore, the ag gregate of $165,000,000. There has been a great increase since, as the committe are informed, but of which they have no late authentic accounts.

The greater part of this immense commerce is with Europe and Ameri There is also an immense amount of trade in barter, of which we have no accoun We here see this immense capacity for commerce or trade, notwithstanding the heavy burdens by which labor is robbed of its just reward.

India is embarrassed at this time with a debt of about $172,000,000, at an an nual interest of $8,142,628, and to which is to be added the expenses of the la and present war and conquest, and a yearly expense or tax for being governed o $85,824,180, exceeding the revenue from all sources by $4,561,115; but, whe England shall have changed her policy of taxing colonies to provide for an aris tocracy at home, and those people become able to govern themselves, or be gov erned at a moderate expense, and can enjoy the full fruits of their labor, the their capacity for commerce and trade will be immense, and it is the free and ra pid and frequent intercourse which our railroad will establish, that will bring abou all those changes, and all this vast commerce and communication must be subjec to it; and, in addition to, and with all this, we shall have our lines of steam running up and down the coast from Oregon to South America, producing th same results everywhere—freedom of intercourse and exchange of commoditi And all this is now within our reach, as the committee believe; and in such clos proximity as this road will bring us to countries so populous and fruitful, can i be doubted, with our well known commercial energy, wonderful ingenuity, and vast resources, that we shall enjoy the largest share of all the profits which a fre and rapid communication with it cannot fail to bestow!

For a more particular account of this trade and traffic, the committee refer t the statistics contained in the appendix, which they have prepared with great care, and from authentic documents, and also to the estimates for the cost of the road, and accurate general railroad statistics.

No. 2.

STATEMENT OF THE NUMBER OF VESSELS, AMOUNT OF TONNAGE, AND CREWS, WHICH ENTERED AND CLEARED AT THE PORTS OF THE FOLLOWING COUNTRIES, FROM AND TO PORTS BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC.

			Inward.			Outward.		
			Ships.	Tonnage.	Men.	Ships.	Tonnage.	Men.
England,	1842;	particulars, A.	877	330,404	16,608	888	340,794	18,440
United States,	1845;	" B.	339	111,180	6,000	347	126,502	6,806
France,	1838;	" C.	117	38,040	2,040	117	38,040	2,040
Antwerp,	1839;	" D.	7	2,800	125	....	278	13
Bremen,	1841;	" D.	6	1,800	100	1	.....	.....
Hamburg,	1841;	" D.	10	5,000	900	10	5,000	900
The Netherlands,	1846;	" D.	166	97,281	5,160	231	112,893	5,885
Russia with China, estimated from the amount of commerce now overland to require........................			80	25,000	1,000	40	25,000	1,000
Total....			1,534	608,515	33,218	1,535	854,490	35,849

A.

NUMBER OF VESSELS, THEIR AMOUNT OF TONNAGE, AND CREWS, WHICH ENTE
FROM THE PORTS OF GREAT BRITAIN FROM AND TO THE FOLLOWING
CAPE OF GOOD HOPE AND THE PACIFIC, FOR THE YEAR 1843.—(FROM
[illegible], 1843, PART 12, PAGE 48.)

	Ships.	Inward Tonnage.	Men.	Ships.
Mauritius	166	38,650	1,409	45
East India Company's possessions—				
Singapore and Ceylon	480	101,878	8,004	187
Java, &c.	9	2,736	136	37
Philippine Islands	10	2,411	154	3
Other Islands of the Indian Seas	4	1,161	55	3
China*	73	32,316	1,893	65
" Foreign flag	...	......	....	2
New Zealand	4	1,061	66	34
New Holland and Van Diemen's Land	79	22,866	1,150	189
South Seas	1	330	21	4
Mexico, West Coast, (no account)	...	......	....	...
Chili, British flag	54	14,186	760	50
" Foreign flag	36	9,880	947	7
Peru	48	12,600	601	21
Whale fisheries	33	9,166	1,126	34
Total	977	222,404	18,099	683

B.

NUMBER OF VESSELS, TONNAGE, AND CREWS, WHICH CLEARED FROM THE U
PORTS BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC IN 1844 A
TREASURY REPORT, COMMERCE AND NAVIGATION FOR [illegible], 1845.)

	Vessels.
To Dutch East Indies	11
British East Indies	24
Mauritius	8
Bourbon	1
Manilla and Philippine Islands	7
China	37
Mexico, West Coast	20
Chili	22
Asia generally	4
East Indies generally	6
South Seas and Pacific	235
North-west Coast of America	4
Total	367

B—Continued.

NUMBER OF VESSELS, THEIR TONNAGE, AND CREWS, WHICH ENTERED THE
BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC.—(FROM TREASURY
MERCE AND NAVIGATION FOR [illegible], 1845.)

	Vessels.
From Dutch East Indies	10
British East Indies	36
Bourbon	1
Manilla and Philippine Islands	8
China	30
Chili	14
Peru	4

---

* The outward vessels for China, as well as other places, are less
because sometimes a vessel clears for one port and returns from anot

B—Continued.

From Mexico*, for West Coast say	20	6,700
Asia generally	1	268
South Seas and Pacific	192	57,218
North-west Coast of America	2	596
Total	225	111,150

C.

NUMBER OF VESSELS WHICH ENTERED THE PORTS OF FRANCE, UNDER THE FREN
FROM PLACES BEYOND THE CAPE OF GOOD HOPE AND FROM THE PACIFIC DUR
(McCULLOCH, vol. 1, p. 752.)

	Ships.	Tonnag
From English possessions in India	24	9,979
Foreign	3	834
Dutch possessions in India	4	1,038
French	3	970
China	2	767
Cochin China and Philippine Islands	3	715
Mexico	..	....
Peru	2	409
Chili	6	1,542
Bourbon	70	21,786
Total	117	38,040

NOTE.—Can find no statistics of clearances for this period, but presume the
be equal to, or more than, the entries.

D.

NUMBER OF VESSELS, THEIR AMOUNT OF TONNAGE, AND CREWS, WHICH ENTERED
CLEARED FROM, THE FOLLOWING PORTS, FOR AND FROM PORTS OR PLACES BEYO
CAPE OF GOOD HOPE AND THE PACIFIC.

	Ships.	Tonnage.	Men.	Ships.	Tonnag
Antwerp, for 1839—					
From and to the East Indies, (Macgregor, vol. i, pp. 99 and 100)	7	2,860	128	1	372
Hamburgh, for 1841—					
To and from the East Indies, (Macgregor, vol. i, p. 744)	10	†5,000	‡300	10	5,000
Bremen, for 1841—					
To Valparaiso, 3; Calcutta, 1; Singapore, 1; Sumatra, 1; (Macgregor, vol. i, pp. 751 and 752)	6	†1,800	‡100	..	....
The Netherlands, for 1840—					
To China	2	1,200	60	..	....
To and from Java and Sumatra, (Macgregor, vol. i, p. 923)	186	96,081	4,650	221	112,563

No. 4.

IMPORTS AND EXPORTS TO AND FROM EUROPE AND AMERICA FROM AND TO PORTS OR
BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC OCEAN.

	Imports.	
Great Britain—particulars marked F and G	$35,537,130	$40,1
France—particulars marked H	16,300,985	8,9
Antwerp, no statistics; but the seven ships entered must have averaged more than $100,000	700,000	5
Hamburgh, ditto, for five ships	500,000	40

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* Whole amount, 190 vessels, 19,130 tons, and 1,138 men.

† Averaged.

‡ Estimated.

IMPORTS AND EXPORTS TO AND FROM EUROPE AND AMERICA—(

Bremen, ditto, for six ships.........		$600,
The Netherlands—particulars marked I.........		12,527,
United States—particulars marked J.........		11,482,
" " from whale fishery for 1845—		
157,700 bbls. sperm oil, at 88 cents..	$4,371,464 00	
272,809 bbls. whale oil, at 33¼ cents.	2,864,494 32	
3,153,064 lbs. whalebone, at 33¾ cents.	1,065,018 00	8,235,
Total.........		$148,818,
Add for Russia, overland, with China.........		12,066,
Grand total.........		$160,884,

Showing an excess of imports over exports, after deducting the
fishery, against which there is not to be found any charge for outfit,
by 74¼ per cent, which is without any estimate for the heavy expens
commerce is subject; and, for some part of the above imports, payme
on London, particularly the imports into the United States
drawn on London, and funds remitted from here to meet them, and
to some extent, with the Netherlands and France; but as the expo
the imports, in specie, as a balance, entering into the account to
count represents the trade as nearly correct as can be. The
that this important commerce has been on a rapid increase for
undoubtedly double in the next sixteen years. Since 1841 (the
the increase has been very great; but there are no authentic rep
subject to, and must pass over our railroad. The saving of time,
the merchant in giving the command of markets, with the saving of
surance, will compel it. Very few ships, out of the number employe
to and back from the ports named, short of from ten to twelve mon
road we would save from six to eight months on all this immen
annually to nearly four and a half millions of dollars in the item of

F.

IMPORTS INTO GREAT BRITAIN FROM THE FOLLOWING PORTS BEYOND T
HOPE AND THE PACIFIC.

From Bengal, Madras, and Bombay, as taken from Hunt's Merch
Magazine for March, 1842, including all to continental Europe
North and South America annually.........
Less for the amount to France and America.........

From Sumatra and Java, (Commercial Tariff, part 6, page 190)...
The Philippine Islands, (Parliamentary Doc. No. 47, page 1
New South Wales and Van Dieman's Land, (Tables of Reve
part 12, page 474).........
Mauritius, (Tables of Revenue, part 12, page 484).........
Mexico, West Coast, &c.........
Chili, (no declared value,) estimated at.........
Peru, " " ".........

From China, 1839, (Reps. of Parl. Committees, 1840, No. 7, page 41

Silks.........	$1,664,
Teas.........	9,341,
Nankeens.........	41,
Silk piece goods.........	306,
Sundries.........	935,
Ships' charges.........	440,
Total.........	

CONTINUED.

	Exports.
000	$400,000
090	4,702,180
008	5,442,390
717	....
015	$78,871,890
255	7,581,796
580.	$86,453,686

e amount of whale
tions, &c. of ours
to which this coun-
are made by bills
China; bills are
perhaps the same
must pay for all
y extent, this ex-
ther would furnish
ny years, and will
duties have taken)
te. It will all be
e all important to
nterest and conve-
, make the voyage
, whereas, by our
r business—equal
different dates.

E CAPE OF GOOD

...	£12,000,000
...	2,489,840
	£9,510,080
	215,216
):	348,893
...	1,118,088
...	806,598
...	....
...	1,500,000
...	1,000,000
	£14,497,240
	or $72,486,344
88	
73	
00	
60	
10	
00	18,640,776
..	$35,487,190

APPENDIX.

The amount from China is far short of what it has been since—the numb of tea being that year less than 40,000,000; whereas it has since reached 50,000,000 lbs., and other articles increased in the same proportion; and may now be safely estimated at $30,000,000.

G.

EXPORTS FROM GREAT BRITAIN IN 1840 TO PORTS BEYOND THE CAPE OF GO
THE PACIFIC, AS TAKEN FROM "TABLES OF REVENUE," PART 1 TO 4, PAGE

To the East India Company, territories, and Ceylon..........
Sumatra, Java, &c...........
The Philippine Islands..........
New South Wales and Van Dieman's Land..........
China*..........
Mexico entire, £455,330, which, divided, gives for West Coast (supposed)..........
Mauritius..........
Chili..........
Peru..........

or

H.

IMPORTS INTO AND EXPORTS FROM FRANCE FOR 1839, TO AND FROM THE FOLLO
TRIES.—(MACGREGOR'S STATISTICS FOR 1844, VOL. I, PP. 472 AND 47

Countries.	Imports.	Exp
British East India and New South Wales.	£1,213,006	£227,936 m
		160,912 sp
Dutch East Indies..........	247,420	29,368 m
		40,640 sp
French East Indies..........	994,170	47,000 m
		5,190 sp
China..........	22,091	1,852 m
Cochin China, and Philippine Islands....	30,109	11,998 m
		8,610 sp
Bourbon..........	849,102	466,345 m
		11,920 sp
Mexico, whole amount, £198,144, West Coast, say..........	100,000	150,000
Peru, merchandise, £87,059, specie, £71,357	128,416	59,696 m
Chili, " £161,535, " £184,111	365,744	440,000 m
		840 sp
	£3,260,059	£1,647,770
	or $16,300,295	or $8,238,850

I.

IMPORTS INTO AND EXPORTS FROM THE PORTS OF THE NETHERLANDS, TO AND FRO
MATRA, AND CHINA, FOR THE YEAR 1835.—(MACGREGOR, 1844, VOL. I, PP. 919

	Imports.
From China..........	£47,125
Java and Sumatra..........	4,658,353
	£4,705,478
	or $23,527,390

---

* The exports to China for this year were unusually small, owing to the
that country; they have increased to several times this sum since, and the
all the other ports have also increased, but no statistics have been within m
cognizance.

J.

IMPORTS INTO THE UNITED STATES FROM BEYOND THE CAPE OF
FOR THE YEAR ENDING THE 30TH JUNE, 1845.—(
AND NAVIGATION, PAGE 128.)

From Dutch East Indies
British
Manilla and Philippine Islands
Chili
Peru
China
Asia generally
South Seas and Pacific
North-west Coast of America
Sandwich Islands

Total

EXPORTS FOR THE SAME PERIOD.—(SAME REPORT,

To Dutch East Indies—domestic goods and products
foreign

British East Indies—domestic goods and products
foreign

Australia—domestic
foreign

Manilla and Philippine Islands—domestic goods
foreign

Chili—domestic goods
foreign goods

Peru—domestic goods
China—domestic
foreign

Asia generally—domestic
foreign

South Seas and Pacific Ocean

Total

No. 7.

STATEMENT OF THE NUMBER OF VESSELS, TONNAGE, AND NUMBER
IN NAVIGATING THE SAME, THAT BELONGED TO THE BRITISH
PLOYED IN CARRYING ON TRADE AT AND BETWEEN THE DIFF
CAPE OF GOOD HOPE, WITHOUT REGARD TO, AND DISTINCT
OF REVENUE, ETC., 1842, PART 12, PAGE 40.)

Countries.
Mauritius
Bombay
Malabar
[illegible]
Madras
Coringa
Calcutta
Ceylon
New South Wales and Van Diemen's Land

Total

GOODS IMPORTED THE [illegible]
[illegible] OF COMMERCE

	$598,600
	1,276,534
	488,059
	3,195,696
	596,113
	7,268,914
	196,119
	158,586
	265
	1,569
	$11,490,402

[illegible] 43 AND 94.)

	$129,151	
	72,307	
		$201,108
	297,331	
	184,067	
		481,398
	69,521	
	790	
		70,311
	118,363	
	35,315	
		154,678
	1,347,260	
	300,931	
		1,648,191
		93,686
	2,078,341	
	196,854	
		2,275,195
	171,803	
	140,945	
		312,748
		416,089
		$5,443,986

OF MEN USUALLY EMPLOYED
COMMERCE IN 1842, AND
DIFFERENT COUNTRIES EAST OF THE
CAPE, EUROPE.—(FROM TABLES

Ships.	Tonnage.	Men.
123	12,925	1,404
97	41,533	2,575
15	4,170	237
33	3,070	257
37	4,111	193
19	3,775	167
167	45,169	2,948
620	29,526	2,480
301	34,582	2,056
1,402	179,229	13,317

No. 8.

A STATEMENT EXHIBITING THE PROGRESSIVE VIEW OF THE IMPOR
CUTTA, SPECIFYING THE PRINCIPAL ARTICLES, FOR COMPARATIVE
OF THE TRADE.—(FROM WATERSON'S CYCLOPEDIA OF COMMERCE,

Articles.	1814–15.
Copper and nails	£196,690
Iron and ironmongery	37,043
Lead	4,831
Tutenague	30,906
Tin	24,760
Quicksilver	13,516
Saltpetre	......
Madeira wine	96,150
Claret wine	55,660
Port wine	36,606
Sherry, Champagne, &c	......
Spirits	33,240
Malt liquors	......
Woollen goods	9,941
Cotton piece goods	44,451
Cotton yarn	......
Haberdashery	18,070
Books and stationery	14,706
Glassware	36,640
Hardware and cutlery	......
Jewelry	......
Paints and oil	......
Groceries, &c	18,053
Timber and spars	50,950
Cordage and coir	16,166
Tea and China goods	46,393
Pepper and spices	41,720
Coffee	......
Salt	......
Sundries	309,083
	£1,165,720
Treasure	1,076,967
Total	£2,242,687

No. 8—Continued.

A STATEMENT EXHIBITING THE PROGRESSIVE VIEW OF THE EXPORTS
FYING THE PRINCIPAL ARTICLES, FOR COMPARATIVE YEARS SIN
TRADE.—(FROM WATERSON'S CYCLOPEDIA OF COMMERCE, 1846, PA

Articles.	1814–15.
Cotton piece goods	£349,560
Silk piece goods	......
Cotton, raw	458,060
Silk, raw	331,371
Indigo	794,034
Sugar	211,469
Saltpetre	19,394
Grain	195,956
Flour	......
Opium	917,650
Castor oil	......
Ginger	......
Borax	......

No. 8—Continued

Lac dye	
[illegible]	
[illegible]	
[illegible]	
[illegible]	
[illegible]	
[illegible]	
[illegible]	
Sundries	
Re-exports	
Treasure	
Total	

No. 8—Continued

IMPORTS INTO THE FOLLOWING PORTS,

Ports.	1837–38.	18
Calcutta	……	£4,1
Bombay	£4,164,287	4,7
Madras, 1836–37	……	…
Ceylon, 1836	……	…
Singapore	……	…
Total		

No. 8—Continued

EXPORTS FROM THE FOLLOWING PORTS,

Ports.	1837–38.	18
Calcutta	……	£8,6
Bombay	£4,260,416	4,8
Madras, 1836–37	……	…
Ceylon, 1836	……	…
Singapore	……	…
Total		

An aggregate for 1840–41 (without allowing an
Singapore, since 1835 and 1837,) of £[illegible],

No. 9.

COMMERCE OF THE ISLANDS OF JAVA AND MADURA

	Arrivals and imports		
	Ships.	Tonnage.	Va
Java and Madura, for 1840— (Macgregor, vol. 1, 1069; for tonnage, 990)	1,790	288,103	£2,40
Or	….	……	$12,0
Philippine Islands, for 1845— (Macgregor, vol. 2, 1190)	140	44,660	.890
Or	….	……	$4,4

£10,478	£88,283	[illegible]
12,890	22,086	160,898
9,668	4,688	16,758
14,454	840	7,828
......	17,300	26,240
......	......	60,281
......	......	21,841
......	......	9,190
180,615	1[illegible]8,687	197,969
933,218	299,207	324,969
4,086,278	£8,262,710	£9,472,[illegible]
15,403	442,098	21,[illegible]
4,101,785	£8,600,800	£9,294,[illegible]

WITHOUT PARTICULARS.

8—39.	1839—40.	1840—41.
10,579	£5,065,915	£8,987,761
73,789	2,454,456	6,160,769
......	......	1,212,593
......	......	411,167
......	......	1,800,000
....	....	£14,452,[illegible]

WITHOUT PARTICULARS.

8—39.	1839—40.	1840—41.
90,080	£7,040,811	£8,369,320
14,616	4,048,116	5,577,215
......	......	2,786,475
......	......	196,960
......	......	1,700,000
....	....	£18,631,619

y increase for Madras, Ceylon, and
$185,425,515.

AND THE [illegible]

	Departures and exports.		
	Ships.	Tonnage.	Value.
,157	1,285	272,226	£3,185,979
,705	....	......	$20,[illegible]
,080	168	50,226	£974,180
,409	....	......	$4,[illegible]

APPENDIX.

No. 10.

EXPORTS INTO CHINA FROM INDIA.—(WATERSTON'S CY

	Bengal.		Madras.		
Years.	Merchandise.	Treas.	Merchandise.	Treas.	Merchandise
1832—33....	£1,180,880	£2,200	£33,106	....	£1,45
1833—34....	1,[illegible]8,685	3,748	84,411	£976	2,2
1834—35....	1,970,770	1,126	40,484	....	1,
1835—36....	2,019,183	2,865	172,284	1,818	2,
1836—37....	1,[illegible]13,173	2,882	278,065	1,519	2,

No. 10—Continued.

EXPORTS FROM CHINA TO INDIA.—(WATERSTON'S CY

	Bengal.		Madras.		Bombay.	
Years.	Merchd.	Treasure.	Merchd.	Treas.	Merchd.	
1832—33	£92,944	£331,218	£26,180	£994	£332,230	£
1833—34	100,817	376,889	10,521	....	420,611	
1834—35	119,208	389,033	37,767	700	256,853	
1835—36	82,090	329,480	13,887	2,146	497,972	
1836—37	107,808	282,167	17,471	....	400,567	1,

No. 11.

STATEMENT SHOWING THE AMOUNT OF IMPORTS AND EXPORTS,
AND TONNAGE, AT AND FROM NEW SOUTH WALES AND VAN
OF REVENUE, POPULATION, COMMERCE, ETC., OF THE UNITE
CIES, FOR 1842, PART 12, PAGES 267 AND 272.)

	Entries and imports.		
	Ships.	Tonnage.	Value.
New South Wales, for 1840....	714	168,778	£2,517,
Or....................	......	......	$12,589,
Van Diemen's Land, for 1840...	439	78,238	£587,4
Or....................	......	......	$2,937,

No. 12.

[From Macgregor's Commercial Tariffs, 1843, par

"It appears that the exports of Russia to China
beyond any former year, which is attributable to the
China; the quantity of tea forwarded from the latter
being the largest on record. The following figures
ports of tea into Russia during the under-mentioned

TOTAL VALUE.

1830—1,780,151 silver roubles..........
1836—2,462,546 " ....
1837—2,317,441 " ....
1838—3,150,097 " ....
1839—2,396,062 " ....
1840—2,495,975 " ....
1841—7,401,989 " ....

"The committee would observe, that the quantity
in 1841 shows, as compared with the trade of pre
increase in value than quantity, the latter being over
the increase is equal to 4,676,252 roubles; which is
the very best descriptions are used in Russia. Being

or even before the bud expands, and delicate and difficult to preserve, they do not bear the long sea voyage to Europe or America. The crossing the equator twice heats and destroys them; but the overland route to Russia is in high latitudes, and they are not injured. From Shanghae or Ningpo, across the Pacific to Oregon, then across to the Atlantic and to England, Germany, and Russia, would be on a parallel so high, and the transit so short, that all the finer qualities of teas would pass without injury, and all the lower qualities, such as we now have, in a much greater preservation, better condition, &c. We do not now get the finest Gunpowders at all, because they will not bear the twice crossing the equator.

"The quantity imported by the Siberia frontier and the Caspian Sea is comparatively trifling. The increased value of the export trade with China, as regards articles of Russian production and manufacture, will be seen by the following statement for same period."

Years.	Furs.		Russian leather.		Hides and skins.	
	Roubles.		Roubles.		Roubles.	
1838........	740,290	£116,178	87,392	£14,005	101,804	£16,020
1839........	696,530	112,149	90,508	12,683	115,772	18,673
1840........	691,306	111,508	75,654	12,202	114,229	18,434
1841........	1,211,307	193,140	214,974	34,673	215,606	35,490

Years.	Linens.		Cottons.		Woollens.		Total.
	Roubles.		Roubles.		Roubles.		
1838	53,461	£8,626	123,557	£19,958	801,497	£129,273	£304,516
1839	58,916	9,502	230,066	37,007	984,909	158,743	349,155
1840	70,391	11,338	263,109	42,406	984,405	158,782	354,652
1841	185,256	29,896	975,118	157,277	1,282,401	206,806	756,259

"The furs are from the Russo-American company from the north-west coast of America, sent to Russia, and thence to China.

"Taking also into consideration, on the other hand, various other articles of Russian merchandise exported, and contrasting therewith, the value of silks, &c., imported from China, the advancing prospects of commerce between the two empires is sufficiently manifest. During the same periods the value of all other descriptions of China produce, &c., imported by Kiakhta, where the commerce is entirely carried on by a system of barter, (which, therefore, causes an equivalent exportation of Russian merchandise,) may be considered as follows:—

	Roubles.	
1838....................................	2,227,182	£359,223
1839....................................	2,474,421	399,100
1840....................................	2,493,669	402,204
1841....................................	7,537,594	1,215,741

Other articles than teas having increased for the year 1841 far above any former year, being..........		£1,215,741	
Teas for same year..............................		1,193,870	
Imports from China, 1841........................		£2,409,611	or $12,048,055
Exports for same year, as above enumerated..........................	£756,259		
Add for articles not in the above..........	760,000		
		1,516,259	or 7,581,295
Total commerce overland....................		£3,925,870	or $19,629,350

between Russia and China for 1841, which is understood to have increased very rapidly since that period. Some estimates have doubled it, but the committee have no authentic statistics. This commerce must pass over our road, and would require an aggregate ship tonnage of 50,000 tons."

This commerce is thus particularly described, to show the ability of the Chinese to increase their commerce, when it can be done by an exchange of their commodities; and this is a striking illustration of that fact, being entirely a barter trade; and when we look at the time and immense expense required to carry on this trade, we can but wonder at its magnitude and rapid increase, showing conclusively that if a free, cheap, and frequent intercourse and communication were opened with them, there would be no limit to the amount of the exchange of commodities.

In Postlethwait's edition of Savary, edition of 1775, he says:—"The Czar strove to accomplish this trade, and because the distance is prodigiously great, and the most part of the way desolate and dangerous, he erected stages at proper distances on the way, so that travellers might subsist at a reasonable expense, and likewise be secure against the attacks of the Tartars. In some places he even built cities, where, if due notice is given of apprehended danger from the Tartars, the Russian authorities at these cities and stages are obliged to send troops to convoy the merchants and caravans from one stage to another, without being paid in the slightest degree for such protection. The caravans or companies of merchants sometimes consist of several hundred horses and camels, and bring a large quantity of goods."

This writer describes a long, tedious route to China, by rivers and portages, which he says is nearly the present course except when tea and other articles are carried by land; which, though more expensive, is done in about a year, or in about one-third the time required by the rivers, owing to their being frozen more than two-thirds of the year. Now, by the proposed road, there would be a saving of time on all this immense commerce of eighteen or twenty months, equal to a saving in interest of $1,000,000, besides the immense saving in expense.

The committee have no statistics of the commerce of Russia with China since the above dates; but, from all we can understand, it has increased greatly. The Russian merchandise is taken to Kiakhta, thence across the frontier to Pekin, thence by canal to Shanghae, Ningpo, Amoy, Foo-chow-foo, and even to Canton; but the exchange for teas and other Chinese commodities takes place on the frontier, at Mau-mai-chin. With our road all this trade would take place at Shanghae, Ningpo, or Amoy, &c., and make a great saving in expense to the Chinese also. The great advantage of this trade to the Russians is manifest in the amount of their imports over the exports, being an excess of $4,466,760, or equal to nearly 89 per cent on the amount of exports.

No. 13.

STATEMENT OF BRITISH TRADE WITH CANTON FOR 1838, JUNE 30.—(FROM PARLIAMENTARY REPORTS OF COMMITTEES FOR 1840, NO. 7, PAGE 61.)

Imports to Canton.	Value.	Exports from Canton.	Value.
Manufactures of cotton and wool	$2,364,306	In silks	$1,686,528
Metals	116,090	In tea	9,561,576
Raw cotton	6,563,124	Nankeens	41,500
Opium	18,554,080	Silk piece goods	865,760
Treasure (specie)	751,435	Sundries	985,410
Sundries	1,396,517	Treasure to Bombay and Calcutta	8,974,776
Total	$34,745,562	Ships' port charges	450,000
		Balance	2,780,012
		Total	$34,745,562

No. 14.

A STATEMENT SHOWING THE ESTIMATED VALUE OF ALL THE SHIPS EMPLOYED IN THE COMMERCE WITH PLACES BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC; TOGETHER WITH THE YEARLY EXPENSES ATTENDING THE SAME, AND THE SAVING OF CAPITAL, AND OF YEARLY EXPENSE, PROVIDED THE COMMERCE SHALL HEREAFTER PASS OVER THE PROPOSED RAILROAD.

1,600 vessels, 545,400 tons; estimated value, ready for sea, at $60 per ton	$32,724,000
It appears (see Macgregor's statistics, vol. 1, page 912) that there were employed in the commerce of the Netherlands with the East Indies, for the year 1841, 321 ships, tonnage, 185,000; and that these ships were built expressly for, and employed in, that trade only. This number exceeds the clearances for 1841 by 100 vessels, and 81,226 tons; showing that it requires more than a year to perform the voyage out and home, and nearly one-third more vessels than the yearly reports of clearances, and which should be added to the above—say 81,226 tons, at (Macgregor says) £10 to £21 sterling—say at $100 per ton, is	8,122,600
The number of vessels employed in the American whale fishery on the 1st of January, 1846, was 736; tonnage, 233,149; men, 17,560; estimated value, including outfits and catchings, $28,440,000: from which deduct the clearances from our ports in 1844 and 1845, which are in the above total estimate—say 228 ships; tonnage, 70,282; men, 4,007—leaves 508 ships; tonnage, 162,867; men, 13,553; which, at $121 75 per ton, as above, is	20,151,238
Total estimated value, without estimating any excess of ships for England, France, or the United States, beyond the actual yearly entrances and clearances	$60,997,838
Should the proposed road be built, it would control this commerce, and one-half the tonnage would be sufficient to carry it on in both oceans; therefore an actual saving of capital would be made of	$30,498,919

And a yearly saving of one-half of the following expenses on the above commerce, viz:—

For the support of 35,648 men for 10 months, at $10	$3,564,800
" " 13,553 whalemen for 12 months, at $10	1,626,360
One year's interest on $66,178,980, at 6 per cent per annum	3,970,739
Insurance on $66,178,980, out and home, at 5 per cent	3,308,949
Wages to 35,648 men for 10 months, at $12	4,277,760
" 13,553 " 12 " "	1,951,632
Wear and tear, depreciation of shipping tackle, &c., &c., on $60,997,838, at 10 per cent per annum	6,099,783
Total	$24,799,022
One-half this sum will be saved annually by bringing the commerce over this road	$12,399,511
To which may be added, for saving of interest on the amount of all the commerce beyond the Cape and the Pacific, taking half the aggregate of imports and exports at $112,545,459, at 6 per cent per annum	6,245,368
For the commerce of Russia with China half of the aggregate of imports and exports, say $3,512,628—say for 20 months, at 6 per cent per annum	351,262
Actual yearly saving of	$18,996,141

Or equal to 14½ per cent on the one-half the aggregate of imports and exports, ($116,058,087.)

These statements the committee have predicated on the belief that the short voyages between the terminus of the road on the Pacific and China, Java, Singapore, Manilla, Calcutta, &c., as well as from the Atlantic shore to all Europe, will no doubt be realised; and that one-half the present amount of tonnage and men will be quite equal for the present immense amount of commerce. But taking into view the immense population of China, Japan and India, and their great ability to trade, where it can be done by an exchange of commodities, and considering the well known fact that frequent, cheap, and easy intercourse and communication serve to increase the exchange of commodities far beyond calculation, we may reasonably believe that the building of this road will produce and stimulate such commercial changes as shall enable the increase of the commerce we have here named, by the time the road shall be completed, to nearly double its present amount; so that quite as many ships and men will be required as for the present; at the same time the expenses will be lessened more than the proportion of sailing distance; and at one-half cent per ton weight per mile, (being equal to two and a quarter tons measurement,) our people shall be enabled to deliver merchandise at the Atlantic cities, from China, India, &c., at a less cost, and in Europe at about the same cost as the present, and at the same time well reward those engaged in the shipping interest. The necessary accommodations required on the Pacific for such a vast commerce must of itself greatly stimulate its increase, and its beneficial influence and increase will not be less on the Atlantic and in all Europe, while the Mississippi valley will bring forth for both oceans the rich products of her richer soil, to be wafted to the shores of Europe and Asia, to feed the hungry and give material to clothe the naked.

No. 15.

DISTANCES AND TIME BY RAILROADS AND STEAMSHIPS.

At the rate of 12 miles per hour, as is proposed for the steamers to be built for our navy, it will require but 10½ days from England to New York, or other ports, but say....................................	12 days.
From New York to the Pacific, 3,000 miles, by railroad, at 30 miles per hour, allowing nearly one day for detention......................	5 "

On the great western road from London to Bristol, passengers travel daily at fifty miles per hour with perfect safety.

From the Pacific coast to Shanghae in China, at the mouth of the Yang-tse-keang, which crosses the great canal where all the commerce of the vast empire centres, is 5,400; at 12 miles per hour, (which can be performed as easily on the Pacific as 10 on the Atlantic,) allowing one day for coaling, &c....................................	20 days.
From London, via New York, to Shanghae..............................	37 "
From New York to Shanghae..	25 "

By sea voyage from London or New York, 110 to 160 days, requiring for a voyage out and home from ten to twelve months.

From England, via New York, to Australia..............................	37 days.
New York to Australia..	25 "
England, via New York, to Manilla..................................	40 "
New York to Manilla..	28 "
England, via New York, to Java.....................................	41 "
New York to Java..	29 "
England, via New York, to Singapore..............................	43 "
New York to Singapore..	31 "
England, via New York, to Calcutta.................................	45 "
New York (1½ days for coaling) to Calcutta........................	33 "

On these different routes are numerous and convenient islands for depots, coaling, &c., and at Australia is an abundance of coal.

No. 16.

STATEMENT OF PRICES AND NUMBER OF PASSENGERS OVERLAND FROM ENGLAND TO AS
ETC., AND ESTIMATED SAVING BY OUR ROAD.

Passage by the overland route from Southampton to Hong Kong is £150, or……………………………………	
To Bombay……………………………………	
To Calcutta something more.	

All extra luggage at £3 sterling, or $15 per hundred pounds weight, a
chandise the same.

The estimated number of passengers each way from London to Bombay is 2,000 per annum—total 4,000; at $614 each, is……	$2,456
And each passenger would require 100 lbs. of extra luggage for a voyage so long—at $15 each, would be……………………	60
The English mail for this route is said to have cost some two and a half millions of dollars annually; the committee have no accurate data to fix it, but say it is……………………	1,500
Annual expenditure……………………………	$4,016
Now all this business would pass over our road at an annual saving of more than half, but say $2,000,000—added to the yearly saving of expense for the commerce of Asia, will be annually……	18,766

The following postscript of a letter from Messrs. Brown, Shipley &
Liverpool, dated April 15, 1845, shows the price of postage:—
"P. S.—On sending the newspapers addressed to Mr. Ritchie, Canton
post office, we were informed that the charge would be £3 18s. 4d. for
cel containing six papers, the rate being charged by weight; we shall no
fore, forward them."
The English government have contracted to pay for the transmissi
monthly mail to Chagres £250,000 per annum, and from Panama to
£20,000 more—equal to nearly $1,350,000 for communicating with the
and officers in the Pacific and on its coast. Were our road completed, t
would be sent from England to some of our Atlantic cities, and thence by
to the Pacific, and down the coast in steamers to any place of designation.
navigation can be carried on from Oregon or Upper California to good adv
coals of good quality being abundant in Oregon, particularly on Van
Island; whereas, in southern latitudes there is none, and must be transp
heavy expense from England, for both sides of the continent. Perhaps
no ocean and no country so admirably adapted for commerce by steam as
and the Pacific, that ocean being the most tranquil of any, while Oregon
plied abundantly with both timber and coal, suitable for fuel and for ship bu
and on the Asiatic coast are islands numerous and large, along the route t
and to India; so that a voyage may be made from Oregon to Japan, to an
the coast of China and to India, almost without being out of sight of lan
the north of China is also well supplied with good coal down as low as F
in latitude about 36°, but none below that.
Neither has any estimate been made for passengers, for business, or co
of the population which will, if the road is built, settle on its borders, or
increase of commerce with Japan, China, &c., when they will be brought
to our doors.
The cost for repairs and operation in this estimate is high. The princip
require about four per cent on their cost to keep them up.

APPENDIX.

No. 2.

IN THE SENATE OF THE UNITED STATES.

THIRTIETH CONGRESS, FIRST SESSION.

JUNE 27, 1848.

Agreeably to notice, Mr. NILES asked and obtained leave to bring in the following bill; which was read twice, and referred to a select committee.

JULY 7, 1848.

Reported with the following amendments, viz: Amend the title to read as follows: A bill to set apart and sell to Asa Whitney, of New York, a portion of the public lands, to enable him to construct a railroad from Lake Michigan, or the Mississippi River, to the Pacific Ocean. Amend the bill by striking out all after the enacting clause, and inserting what follows the same.

AMENDED BILL.

A BILL *to set apart and sell to Asa Whitney, of New York, a portion of the public lands, to enable him to construct a railroad from Lake Michigan or the Mississippi River to the Pacific Ocean.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Asa Whitney, of the city of New York, and his assigns, are hereby authorized to construct a railroad, from any point he or they may designate, upon Lake Michigan or the Mississippi River, at his or their option, through the public lands belonging to and under the jurisdiction of the United States, on a line as nearly straight as the face of the country will admit, and where the streams can be bridged, to some point on the Pacific Ocean, where a suitable harbor may be had, under the conditions hereinafter specified and stipulated by this act.

SEC. 2. *And be it further enacted,* That all lands belonging to or claimed by the United States, for thirty miles wide, or five full townships of six miles each, on each side of the line of the said road, and for any and all of what may have been sold before this act takes effect, an equivalent number of acres of other government lands to make the full quantity of thirty miles on each side of said road, is hereby set apart and sold to the said Whitney, his heirs and assigns, for the consideration of ten cents per acre, to be paid to the United States, and which sale is subject to the conditions hereinafter declared, and for the purpose of enabling said Whitney and his assigns, from the sale and settlement of said lands, to construct a railroad from either of the points aforesaid to the Pacific Ocean. And so soon as said Whitney shall have located, fixed upon, and surveyed the route for one hundred miles or more of said road, then all the lands for thirty miles wide on each side of said line so designated shall be, and are hereby, set apart and held for the special purposes of this act, and subject to the requirements and conditions thereof. And so soon as the said Whitney shall have located and surveyed one hundred miles or more of the line of said road, he shall be entitled

to select a quantity of the public land, in any of the States or Ter
to the quantity which may have been sold within the said limits o
on each side of said line; and on his notifying the Commissioner o
Land Office of such selection, the same shall be withdrawn from sal
set apart for the objects and purposes of this act, in the same manne
lying within the said limits of thirty miles on each side of said lin
time to time as the said Whitney shall locate and establish portio
of said road, the lands adjoining, to the extent of thirty miles on eac
shall be withheld from sale, and also such lands as he may select as
for the lands which may have been sold within the said limits o
each side of said line.

Sec. 3. *And be it further enacted,* That, in locating said route,
feet in width for the entire length of the road shall be appropriated
said road, its stations, buildings, workshops, turn-outs, &c., necessar
plete operation, and shall be forever reserved for the especial pu
named, and shall not be transferable or subject to sale by the said
heirs and assigns, for any other purpose.

Sec. 4. *And be it further enacted,* That no part of the lands emb
provisions of this act shall be applied under its authority, and fo
specified in the same, except under the following terms and cond
Said Whitney shall first survey, fix upon, and locate the route for
suitable bridging place on the Mississippi, if the road commence on
Michigan, or, if commencing at the other point, to such distance as
sary to secure the land for the purpose aforesaid. He shall also
work with machinery, preparations, and arrangements for its con
complete ten miles of road, according to the best plan of constructi
in the United States at the present day, with a single track, on a g
of not less than six feet, and with an iron rail of not less than
pounds to the yard, at his own expense, and to the satisfaction o
sioner hereinafter directed to be appointed, to be charged with the
United States, who shall certify to the Commissioner of the Genera
that said road has been substantially made and constructed, and is
in conformity to the requirements of this act, and that said road
and thereupon said Whitney, and his assigns, shall be entitled and fu
to sell, at public or private sale, the first five miles of the breadth o
set apart for the construction of said road, and one-half part of t
lands selected in lieu of what may have been sold; and the Commi
General Land Office shall cause patents to be issued the same as
by the government; said patents to be delivered to the said Whitne
chasers under contracts by and with him; and the title shall be t
they had purchased directly from and paid to the government for th
other half, or five miles by thirty wide on each side of said road, w
lent as before named, shall be held by the government as a fund, to
the construction of said road through poor or unavailable lands
that purpose, and subject to sale only as hereinafter declared. And
all its machinery, shall also be held as security that the work will
And in like manner, for eight hundred miles of said route, or so f
half or alternate five miles breadth of land so set apart, with the
lands sold, shall be found of sufficient value to pay for the const
road, said Whitney shall proceed, in manner aforesaid, being author
of five miles of said breadth of land, whenever he may have constr
of the said road. But when the outlay for any ten miles of said
found to exceed the sum for which the whole land, of thirty mile
thereof, is or can be sold for, and this fact being certified by said co
the General Land Office, then the said Whitney shall be, and is here
to demand a sale of the reserved lands, or such part thereof as ma
to supply the deficiency; which sale shall take place as hereinafte
the said Whitney shall receive, direct from the proceeds of such sa
reimburse his actual outlay; and the balance, if any, after deductin

itories, equal
thirty miles
the General
and remain
as the lands
. And from
of the line
side thereof,
an equivalent
thirty miles

two hundred
expressly for
for its com-
poses herein
Whitney, his

rmed by the
r the objects
tions, to wit:
aid road to a
or near Lake
all be neces-
ommence the
inuance, and
of railroads
age or width
rty-four (64)
the commis-
terests of the
Land Office
all respects
progressing;
y authorized
said land so
e equivalent
sioner of the
r lands sold
y, for the pur-
e same as if
lands. The
h the equiva-
be applied to
inadequate to
the road, with
be continued.
r as the one-
equivalent for
ction of said
ed to dispose
ted ten miles
road shall be
on each side
missioner to
by, authorized
be necessary
declared, and
, sufficient to
the expenses

of said sale, shall be paid into the treasury by said commissioner, as hereinafte
declared.

Sec. 5. *And be it further enacted*, That the one-half, or alternate five miles b
thirty miles wide of good lands which is by this act held to create a fund to a
in the construction of the road through the unavailable lands as aforesaid, sha
be sold only as is actually demanded by this act, for and with the progress of th
road, or as the said lands may be demanded for actual settlement; which shall b
decided upon by the said commissioner hereinafter named, by and with the advic
and consent of the said Whitney; and said sale shall be at public auction, to th
highest bidder, and in lots not exceeding forty to one hundred and sixty acre
(160,) and under the direction of said commissioner, said sale shall take place a
the town or settlement nearest to the land to be sold; and said commissioner
shall cause at least six months' notice to be given before said sale, in the tw
principal newspapers published in the city of Washington; the expenses thereo
as also that attending the sale, shall be paid from the proceeds of said sale, whic
sale shall be for cash only, twenty (20) per cent of which to be paid at the da
of sale, and the balance on delivery of the patents, thirty days after; any or a
purchasers neglecting to pay the balance on the day named for the delivery o
the patents, shall forfeit the twenty per cent, and the sale be void; and the pro
ceeds of any and all such sales, after deducting all necessary expenses, shall b
paid into and held in the treasury of the United States, to be drawn for by th
said Whitney as the money may be wanted to continue and complete said roa
but never except under the certificate from said commissioner that this act ha
been fully complied with, and that there is a deficiency of means from the land
on the line of said road; and said fund shall be held in the treasury only as i
trust for this work, and in no way considered as belonging to the treasury of th
United States, while this work is being carried out, and subject only to this act.

Sec. 6. *And be it further enacted*, That should any of the lands named in th
fourth section of this act, which the said Whitney is authorized by said fourt
section to sell for his own use and benefit, remain unsold for ten years after sai
road shall have been completed through them, then all and any of said lands sha
be sold at public auction, in the same manner as is specified in the fifth sectio
of this act; but the proceeds of all such sales, after deducting the necessary
expenses, shall belong to, and be the property of the said Whitney, his heirs an
assigns, and the Commissioner of the General Land Office shall cause patents t
issue, as before described in section four of this act, and they shall be given t
said Whitney, and from him to the actual purchasers, which shall be their ful
and complete title from the government.

Sec. 7. *And be it further enacted*, That until patents shall have issued fro
the General Land Office, no titles from, or contracts made by the said Whitney
shall be considered as binding on the government, and all the lands remainin
unpatented, shall be exempted from taxation, as though they belonged to th
government absolutely.

Sec. 8. *And be it further enacted*, That after the passage of this act, and befor
the entire route for said road from the eastern terminus to the Pacific Ocean ma
have been fixed upon by the said Whitney, should any settlements take plac
upon any lands within the thirty miles wide on each side of the route, said settler
shall pay, when said route may have been fixed upon, one dollar and a quarte
($1 25) per acre for all such lands so settled upon, and the proceeds shall be ap
plied to the construction of said road as specified by this act.

Sec. 9. *And be it further enacted*, That the said Whitney, and his assigns, shal
keep said road in repair and operation, with turn-outs, buildings, and machinery
necessary to accommodate the trade and travel on the line to the ocean and to th
eastern terminus, and shall not charge tolls, either for passengers or freight, whil
the road is being built, exceeding what is then charged by the principal railroad
of the United States, to be established and regulated by Congress. And the Uni
ted States mails shall be furnished transportation free of charge to the govern
ment, but not including mailable matter to and from foreign countries.

Sec. 10. *And be it further enacted*, That after the completion of the whole of

said road, from its eastern terminus to the Pacific Ocean, the
this act for that purpose, which then remain unsold, shall
pledged and held as a fund for operating and keeping in rep
period of ten years, unless it shall be found, previous to such
are sufficient for those purposes; and at the expiration of s
viously, if the commissioner shall certify that the tolls are
said road and keep it in repair, and the same shall be appro
such lands remaining unsold shall belong to said Whitney, h
and shall be disposed of at public or private sale for his or th
to be secured by patents as is herein before provided. And
be completed as aforesaid, all moneys which may be in the tr
under the authority of this act, together with said road, the
fixtures, and the machinery necessary for its successful opera
and be vested in said Whitney, and his heirs and assigns, but
of the moneys, all subject to the rights of the United States
regulation of Congress hereinafter reserved. The moneys to
Whitney or his assigns, on the certificate of the commissioner
been completed in conformity to the requirements of this a
buildings and machinery, shall stand pledged as security for
United States for the lands sold by this act.

Sec. 11. *And be it further enacted*, That after said road sh
Congress of the United States shall have power to establish
or charges for freight and passengers forever after; and it be
road shall be a free, public highway, as far as practicable, for
mon benefit of all the people of the United States, the rates
such as to yield a revenue merely sufficient to keep said road
fray the necessary expenses of its operation, superintendence,
including the sum of four thousand dollars per annum, to
Whitney and his assigns for the care and superintendence of
Whitney and his assigns shall keep an account of the receip
the sale of all the lands set apart by this act for the purpose
also of the expenditures for the construction of said road, be
while said work is being completed; and if it shall appear th
ceeded the receipts, which fact shall be certified by said comm
cretary of the Treasury, and by him communicated to Congr
tional rates of tolls may be imposed and collected, as may be
reimburse the said Whitney and his assigns for such deficien
business of the road require more than one track, then the sa
assigns are hereby authorized to construct one or more additio
their expense, and with the consent of the States through w
pass; and are hereby authorized to charge tolls, both for freig
sufficient for the expenses of operation, &c., as also for a rewa
cost or outlay for such construction, which, as being conne
track, shall together be regulated and fixed by Congress: Prov
the completion of the road, the said Whitney or his assigns s
to take reasonable and proper care and supervision of said roa
tions and business to the detriment of the public convenience
neglect and failure to be judged of and decided by Congress, i
be lawful for Congress to impose a penalty for such neglect, o
measures as may be necessary to insure proper care and dis
and the use thereof; and if such measures as may be adopted
shall not be effectual, Congress may then provide for the ap
other person or persons, for the general oversight and super
road, its repairs and operations.

Sec. 12. *And be it further enacted*, That the said Whi
may, from time to time, enter into such contracts and arra
State through which said road may pass, or with any individ
poration, by and with the consent of said State, to build and o

lands set apart by
be, and are hereby
said road for the
period, that the tolls
ad ten years, or pre-
sufficient to operate
ed by Congress, all
is heirs or assigns,
eir benefit, the titles
when said road shall
money for lands sold
buildings pertaining
ion, shall belong to,
with the exception
and the control and
be paid over to said
, that said road has
t. But said road,
he payment to the

l be completed, the
nd regulate its tolls
g intended that this
he equal and con-
f said tolls shall be
n repair, and to de-
and other charges
be allowed to said
aid road. And said
s or proceeds from
herein named, and
luding the repairs
the outlay has ex-
sioner to the Sec-
e, then such addi-
found necessary to
y. And should the
d Whitney and his
nal tracks at his or
ich said road may
t and passengers,
d or return for the
ed with the first
ided. That if, after
ll neglect and fail
its repairs, opera-
and interest, such
shall, in such case,
r adopt such other
ation to said road,
to correct the evil
ointment of some
abandonment of said

y and his assigns
reements with any
company, or cor-
rends said road, or

---

any part thereof, through said State, or for any other matter or inte
under the rights and jurisdiction of any State through which said ro

Sec. 13. *And be it further enacted*, That all of that part of the r
road, which is not within a State, but territory of, and under the ju
the United States, the said road, its machinery, and appurtenances, sh
from taxation forever; and this exemption shall be continued on adm
such territory to be a State of this Union.

Sec. 14. *And be it further enacted*, That the President of the Unit
and with the consent of the Senate, shall appoint a commissioner, whos
be to superintend the interests of the United States in carrying out t
this act; he shall see that the road is promptly and properly construc
where is constructed upon the unsold lands; and that the objects and
this act are fairly and properly carried out. That when the said W
have, from time to time, completed the ten miles section of road, as
specified by this act, "according to the best plan of construction for
the present day in the United States, on a guage of not less than
with an iron rail of not less than sixty-four (64) pounds to the yard,"
be the duty of said commissioner, and he is hereby authorized, to gi
ficate of satisfaction to the said Whitney that this act has been c
But should a disagreement arise between the said commissioner
Whitney, relative to the manner of the construction of said road,
thereof, such disagreement shall be referred to two competent engi
one by each party, and after examining the work, their opinion or de
ting, shall be final and binding on said Whitney and the said comm
is hereby authorized to act and be governed by the same; but in a c
where the two engineers selected cannot agree, then they shall selec
and the opinion or decision, in writing, of the majority shall govern
and the said commissioner and said Whitney shall so act. And in
for all and every disagreement which may arise under this act, relativ
struction of said road, the materials, the machinery, its operation, a
matters. It shall also be the duty of said commissioner to superinten
due notice to be given of all sales of the lands named in this act, as
specified in different sections, relating to sales at public auction; a
his duty to report all such sales to the General Land Office, but he s
power to receive any payments for any lands sold. And it shall b
the said commissioner to report fully to each session of Congress, th
ner in which this act is being carried out, and furnish the said Wh
copy of said report. Said commissioner shall be paid a salary not ex
per annum, to be paid out of the proceeds of lands sold under th
referees before named in this section of this act, shall be paid
day each, for the time actually occupied in and by the reference, and
paid out of the proceeds of lands sold under this act.

Sec. 15. *And be it further enacted*, That all sales at public auction
tion of the lands under this act, as described and declared in section
act, shall be made under the direction of said commissioner, as decl
fifth section, together with the register for the district nearest to whe
are located. Said sale or sales to take place in the same manner as
public auction of government lands, but for terms of payment as spe
tion fifth of this act; and the payment for all such sales, except a
section fourth and sixth of this act, shall be made to the receiver of p
for the United States in the district nearest to the place of sale; and
shall be responsible for and account to the treasury of the United S
such moneys so received, the same as for all moneys belonging to
States; but he shall keep a separate and distinct account of all such
his certificate or receipt in duplicate shall be given to both the s
and the commissioner of the General Land Office, the same as in case
public lands.

Sec. 16. *And be it further enacted*, That the Secretary of the Tr
cause all moneys or funds received under this act to be kept safely in

of the United States, for the especial purposes of this act,
and separately and distinctly from all moneys or funds
States. That he shall report to each session of Congre
all moneys or funds received into, and all which may hav
treasury under, as also the amount in the treasury subje
hereby authorized to pay to the said Whitney from any
to this act, from time to time, any sum or sums which
certificate from said commissioner that this act has been
before declared.

Sec. 17. *And be it further enacted*, That the said Whit
if found necessary for the construction of said road and
it, to cut timber, get stone, fuel, and other materials from
lands convenient to said road.

Sec. 18. *And be it further enacted*, That if said Whit
not, within two years from the passage of this act, locate
hundred miles of said road from its eastern terminus,
work and completed at least ten miles of the road, it shall
and such right is hereby reserved, to repeal this act; and
conferred on said Whitney, his heirs and assigns, shall
And if, after having commenced and constructed a part o
and his assigns shall, without good and sufficient reaso
said work, and progress with the construction of said road
months, Congress reserves the right to revoke all the ri
ferred by this act on said Whitney and his assigns, and
some other person or persons, for carrying out and acco
templated by this act. But in such case, said Whitney
sess and hold such part of the lands set apart for the con
the avails thereof, if sold, as the length of the road con
or them to, according to the provisions of this act; and
shall be located and surveyed from its eastern terminus t
the road constructed and completed one-third of the w
years from the passage of this act; and one other third sh
ted within six years thereafter, and the entire road shall b
dition for use within twenty-five years from the passage o
of said Whitney and his assigns to complete any of th
within the period herein specified, without good and suffic
cient, to be judged of by Congress, the same right is res
voke the rights and privileges conferred on them, and to t
other person or persons as aforesaid, the said Whitney a
such part of the lands, or the avails thereof, as they may b
the extent of the road constructed, according to the provi
of this act; and Congress further reserves the right and p
ter or amend this act, as the public interest may require,
without impairing the rights and privileges of said Whitn

as hereinbefore declared,
elonging to the United
s an accurate account of
e been paid out of the
t to this act. And he is
funds or moneys subject
ay be authorized by the
complied with as herein.

ney is hereby permitted,
purposes connected with
any would government

ey and his assigns shall
and survey at least two
d have commenced the
be lawful for Congress,
all rights and privileges
be forfeited and cease.
said road, said Whitney
, neglect to prosecute
for the period of twelve
hts and privileges con-
to transfer the same to
plishing the object con-
d his assigns shall pos-
truction of this road, or
structed may entitle him
the route for said road
the Pacific Ocean, and
hole extent within nine
ll be made and comple-
furnished and in a con-
this act; and on failure
sections of said road
ent reasons for such ne-
ved to Congress to re-
ansfer the same to some
d his assigns retaining
e justly entitled to from
tions and requirements
wer, at any time, to al-
o far as it can be done
y and his assigns.

APPENDIX.

RESOLUTIONS BY STATE LEGISLATU

No. 3.

THE STATE OF INDIANA.

In the year of our Lord one thousand eight hundred and forty-

A JOINT RESOLUTION IN RELATION TO GRANTING LANDS TO MR. WHITNEY, TO
CONSTRUCT A RAILROAD FROM LAKE MICHIGAN TO THE PACIFIC OC

SECTION 1. *Be it resolved by the General Assembly of the State of Ind*
Senators and Representatives in Congress be requested to vote in fav
the public lands asked for by Mr. Whitney, to enable him to construct
Lake Michigan to the Pacific Ocean; and that the Governor be reque
a copy of this resolution to each of our Senators and Representatives i

ROBERT N. CARNA
Speaker of the House of Re
PARIS C. DUNNIN
President of

Approved January 26, 1847.
JAS. WHITCOMB.

[Vote unanimous.]

No. 4.

RESOLUTIONS PASSED BY THE LEGISLATURE OF ILLINOI

Resolved by the House of Representatives of the State of Illinois, the
ring herein, That we have seen and read with pleasure the very intere
our worthy and intelligent Senator Breese, upon the propositions of M
New York, on the subject of a railroad from Lake Michigan to the Paci
heartily concur in the sentiments and ideas therein set forth.

Resolved, further, That our Senators and Representatives in Congre
are hereby requested and instructed to use their influence in sustaini
tions of Mr. Whitney, which have been submitted to the Congress of the
for a railroad from Lake Michigan to the Pacific Ocean.

Resolved, That a copy of the above resolutions be transmitted by th
this State to each of our Senators and Representatives in Congress.

NEWTON CLOUD,
Speaker of the House of Rep
J. R. WELLS,
Speaker of the

SECRETARY OF STATE'S OFFI

I, Horace S. Cooley, Secretary of State, of the State of Illinois, do
the foregoing to be a true and correct copy of the original Resolutions
ture of Illinois, on file in my office.

Witness my hand at Springfield this 1st day of March, A. D. 1847.

H. S. COOLEY, *Sec*

[Vote unanimous.]

No. 5.

RESOLUTIONS PASSED BY THE LEGISLATURE

Mr. Beekman called up the question on agreein
ed from the railroad committee yesterday:—
Whereas, The geographical position of the Uni
the Atlantic and Pacific Oceans for its eastern an
the natural route for the commerce of Asia; and
occurrences tend to give greatly increased importa
washed by the Pacific Ocean, and the commerce o
object of the greatest interest, as well to the ind
the government and prosperity of the Republic;
present age has conclusively proven that the secur
to be found in a well-regulated system of internal
and speedy avenues, and that these avenues, as s
by railroads; and whereas, a railroad from Lake M
to consolidate the Union of the States, extend the
tural interests of the country, while it will enable
a speedy market, and at advanced prices, its build
the construction of such road can best be accomp
Asa Whitney, of New York, of connecting the sale
ing of the road: therefore,
Resolved, (if the Assembly concur,) That this Le
constructing a railroad from Lake Michigan to the
plan proposed by Mr. Asa Whitney, of the city of
the appropriation of the necessary quantity of the p
of the proposed road, for the accomplishment of t
Resolved, That our Senators in Congress be inst
quested, to favor the passage of a law authorizing
objects specified in the preceding resolution, and
transmit copies of the foregoing preamble and reso
sentatives in Congress.
[Vote nearly unanimous; but one nay in the Sen

No. 6.

RESOLUTIONS PASSED BY THE LEGISLA

Genera

Whereas, The construction of a railroad acros
would make the United States the great thoroughf
less and wealthy empires of Asia—would greatly
those regions—would tend to consolidate our Un
our great agricultural, manufacturing, and commer
position a work can only be accomplished under
ernment, and the public lands are a fund peculi
expense of such an undertaking, as a small portion
sary means and the value of the remainder would
whereas, in our opinion, the plan of Mr. Asa Wh
outlines, is the only practicable scheme for the ac
taking;—therefore—
1. *Resolved by this Assembly*, That we cordially
the plan of Mr. Whitney, for the construction of
the Pacific Ocean, from the avails of a portion of
recommend the measure to the favorable considera
2. *Resolved*, That the Senators and Representati
they are hereby requested to give this plan their
3. *Resolved*, That His Excellency the Governo
transmit a copy of these resolutions to the Executi

OF NEW YORK MAY 7, 1847.

d the following resolutions, report-

ed States and her territories, with
western boundaries, indicates it as
recent political events and pending
ence to that portion of our territory
the sea-coast may soon become of
ity and trade of the country as to
nd whereas, the experience of the
safeguard of a free government is
commerce, conducted upon cheap
general thing, are best represented
ichigan to Oregon will tend greatly
mmerce and promote the [illegible]
he national treasury by bringing to
o inaccessible lands; and whereas,
ched by the plan proposed by Mr.
of the public lands with the build-

gislature approve of the project of
Oregon Territory, according to the
New York, and that it recommends
ublic lands situated along the route
at object.
ected, and our Representatives re-
the granting of such lands for the
lved, the Governor be requested to
lutions to our Senators and Repre-

te, and but thirteen in the House.]

URE OF CONNECTICUT.

L ASSEMBLY, *May Session*, 1847.
the Continent of North America
ce between Europe and the popu-
facilitate our own intercourse with
n, and to give a fresh impulse to
al interests; and whereas, to secu-
e patronage of the General Gov-
ly appropriated for defraying the
d them would furnish the means
e greatly enhanced thereby; and
itney, of New York, in its great
complishment of this grand under-

approve of the great features of
railroad from Lake Michigan to
e public lands; and we earnestly
on of the General Government.
es of this State in Congress, be and
rompt attention and support.
be, and he is hereby requested to
e of each State in the Union, and

---

a like copy to the Senators and members of the House of Re
State in the Congress of the United States.

SENATE, May 26th, 1847—Passed
J. H. HOLC

HOUSE OF REPRESENTATIVES, May
F. BACON,

Approved, May 28th, 1847.
C. BISSELL.

OFFICE OF THE SECRETARY OF STATE, *New*

I hereby certify that the above is a true copy of record in t
JOHN B. ROBER

[Vote unanimous.]

No. 7.

RESOLUTIONS PASSED BY THE LEGISLATURE

Resolved, That a railroad from Lake Michigan to the Pacific
ble, and if practicable, should be constructed. Such a work
unbroken wilderness for improvement and cultivation—would
the people of the Atlantic and Pacific slopes, by connecting t
other—would extend our commerce, advance the welfare o
elevate the dignity of man.

Resolved, That in our opinion, the best if not the only plan
a work can be accomplished, is to appropriate and set apar
the line of the same, and to pledge the proceeds of sale to c
the sale and settlement of those lands subservient to this gr

Resolved, That the plan of Asa Whitney, Esquire, of New
himself, meets our cordial approval, and we concur in recom

Resolved, That our Senators and Representatives in Congre
votes and acts, to promote said object, by granting the right o
ney, Esquire, to construct said road, if practicable, and to p
along the line of said work, to erect the same in such man
secure the rights and interests of the whole Union, and best
desired results.

Resolved, That the governor cause copies of these resolutio
governors of each of the States respectively, and also to ea
Representatives in Congress.

IN HOUSE OF REPRESENT
Read and passed.
H. D. McCLE

IN SENATE, June 10, 18
Read and passed.
JOHN HODG

Approved, June 14, 1847.
JOHN W. DANA.

SECRETARY'S OFFICE, *Au*

I hereby certify that the foregoing is a true copy of the o
office.
EZRA B. FRE

[Unanimous vote in the Senate and 8 nays in the House.]

No. 8.

RESOLUTIONS PASSED BY THE LEGISLATURE OF NEW HAMPSHIRE.

In Senate, *Friday, June* 11, 1847.

Mr. Lane, by leave, submitted the following preamble and resolutions :—

Whereas, Our geographical position in the centre of the globe, with a population of 250,000,000, on the one side, and the Pacific Ocean little more than 5,000 miles to Asia, with 700,000,000 of souls on the other side, and nearly all on the same belt of the globe, indicates our continent as the natural route for the commerce and intercourse between Europe and Asia, and the construction of a railroad from Lake Michigan to the Pacific would be the best and surest means of communication between the two oceans, forming a cheap and speedy intercourse and commercial interchanges, and securing forever to us the markets of, and carrying trade with, Japan, the vast empire of China, of all India, and of all the islands of the Pacific and Indian Oceans; would connect us with, and bind us to, Oregon and the Pacific Ocean; would rapidly and profitably develop our inexhaustible agricultural, mineral, and manufacturing resources; would be of immense political importance, tending to consolidate and bind together our Union; would increase our commerce, and, by bringing into the market, and making useful and acceptable for agricultural purposes, land hitherto too remote to be of value, must necessarily give a vast increase to the wealth, power, and financial resources of our country; therefore—

Resolved, by the Senate and House of Representatives, in General Court convened, That this Legislature approves of the project of constructing a railroad from Lake Michigan to the Pacific Ocean, according to the plan and route proposed by Mr. Asa Whitney, of New York; and that we earnestly recommend the subject to the favorable and immediate action of Congress.

Resolved, That our Senators in Congress be instructed, and our Representatives requested, by their action in their respective bodies, to favor and advance said project by all proper and constitutional means and measures.

Resolved, That His Excellency the Governor be requested to transmit a copy of the foregoing preamble and resolutions to the Governor of each of the several States of the Union, and to each of our Senators and Representatives in the Congress of the United States.

The foregoing preamble and resolutions having been read, unanimously passed.

Attest: JOHN H. GEORGE, *Clerk of the Senate.*

The foregoing is a copy of resolutions which unanimously passed the Senate of New Hampshire. One gentleman of the House of Representatives having taken ground calculated to give the project a party tendency, Mr. Whitney at once requested the stay of further proceedings. Divested of that character, we cannot doubt the expression of that body would have been equally united with that of the Senate, elected by the people of the State annually in districts.

ISAAC HILL.
CYRUS BARTON.

Concord, New Hampshire, *November* 11, 1847.

No. 9.

RESOLUTIONS PASSED BY THE LEGISLATURE OF VERMONT, OCT. 19 AND 20, 1847.

Mr. Converse, from the joint select committee of both Houses, reported the following resolutions :—

Resolved, by the Senate and House of Representatives, That the plan of Asa Whitney, Esq., of New York, as explained by himself, for a railroad from some point on Lake Michigan to the Pacific Ocean, meets our cordial approval, and we concur in recommending the same.

Resolved, That our Senators and Representatives in Congress be requested, by their votes and acts, to promote said object by granting the right and power to Asa Whitney, Esq., to construct said road, and to pledge the public lands along said contemplated route for the purpose of constructing said road in such manner, and under such regulations, as Congress shall consider will best promote and secure the rights and interests of the whole Union, and best accomplish the desired result.

Resolved, That the governor cause copies of these resolutions to be furnished to the governors of the several States respectively, and to each of our Senators and Representatives in Congress.

[Unanimous vote of both Houses.]

No. 10.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

In General Assembly, *October Session, A. D.* 1847.

Resolved, That a railroad from Lake Michigan to the Pacific coast is highly desirable, and if practicable, should be constructed. Such a work would open a vast, unbroken wilderness for improvement and cultivation—would unite and bind together the people of the *Atlantic* and *Pacific* slopes, by connecting their interests and associations—would extend our commerce, advance the welfare of manufactures, and elevate the condition of man.

Resolved, That, in our opinion, an expedient plan by which so stupendous a work can be accomplished, is to appropriate, and set apart, the public lands along the line of the route, so that the sale and settlement thereof may be connected with the construction of the work.

Resolved, That the plan of Asa Whitney, of New York, as explained to us by himself, appears to be feasible, meets our approval, and we concur in recommending it to the favorable consideration of Congress.

Resolved, That the governor cause copies of these resolutions to be forwarded to the Governor of each of the States respectively, and also to each of our Senators and Representatives in Congress.

True copy, HENRY BOWEN, *Secretary.*

[Senate unanimous and one nay in the House.]

No. 11.

RESOLUTIONS PASSED BY THE LEGISLATURE OF GEORGIA, NOV. 19, 1847.

Mr. Bartow, from the special committee to whom was referred the resolutions of the House for the appointment of a joint committee to consider what action may be had by the General Assembly upon the project of Mr. Whitney to connect the Atlantic with the Pacific Ocean by railroad, have had the same under their consideration, and report the following resolutions for the action of the General Assembly:—

Whereas, The construction of a railroad across the continent of North America would make the United States the great highway between Europe and the populous and wealthy empire of Asia—would greatly facilitate our own intercourse with those regions—would tend to consolidate our Union, and to give a fresh impulse to our great agricultural, manufacturing, and commercial interest; *and whereas*, this stupendous work can be accomplished, and the public lands constitute a fund peculiarly appropriate for defraying the expenses of such an undertaking, as a small portion of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney, of New York, in its great outlines is, in our opinion, the only practicable scheme for the accomplishment of this grand undertaking, which should be commenced as soon as possible; therefore—

Be it resolved by the Senate and House of Representatives in General Assembly convened, That they cordially approve of the great features of Mr. Whitney's plan for the construction of a railroad from Lake Michigan to the Pacific Ocean from the avails of a portion of the public lands, and can earnestly recommend the measure to the early and favorable consideration of the General Government.

Resolved, That the Senators and Representatives of this State in Congress be, and they are hereby requested, to give this measure their prompt attention and support.

[A large majority in the *House* and only two nays in the Senate.]

No. 12.

RESOLUTIONS OF MR. A. WHITNEY'S PLAN OF A RAILROAD TO CONNECT THE ATLANTIC AND PACIFIC OCEANS.

Whereas, the construction of a railroad across the continent of North America, would make the United States the great highway between Europe and the populous and wealthy empires of Asia—would greatly facilitate our own intercourse with those regions—would tend to consolidate our union—would connect and bind Oregon and the Pacific coast to us, and would give a fresh impulse to our great agricultural, manufacturing, and commercial interests; and whereas, this stupendous work can be accomplished, and the public lands constitute a fund appropriate for defraying the expense of such an undertaking—as a small part of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; and whereas, the plan of Mr. Asa Whitney of New York, in its great outlines, is, in our opinion, the only practicable scheme for the accomplishment of this great undertaking, which should be commenced as soon as practicable; therefore—

Resolved, by the General Assembly of Tennessee, That they approve of Mr. Whitney's plan, as explained by himself to them, of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation of the public lands on its line, connecting the sale and settlement of the lands with the building of the road, making it an individual enterprise, still under the control of Congress.

2. *Resolved*, That the Senators and Representatives of this State in Congress be, and they are hereby requested to give this measure their prompt attention and support.

3. *Resolved*, That His Excellency the Governor be, and he is hereby requested to transmit a copy of these resolutions to the Executive of each State in the Union, and a like copy to the Senators and Members of the House of Representatives from this State in the Congress of the United States.

F. BUCHANAN,
Speaker of the House of Representatives.
J. M. ANDERSON,
Speaker of the Senate.

Passed December 1st, 1847.

STATE OF TENNESSEE, DEPARTMENT OF STATE,
Nashville, December 22d, 1847.

I, William B. A. Ramsey, Secretary of State, do hereby certify the foregoing to be a full and true copy of the resolutions passed by the General Assembly of said State, as appears from the original now on file in my office.

W. B. A. RAMSEY, *Sec'y of State.*

[Vote unanimous, both Houses.]

No. 13.

RESOLUTIONS BY THE LEGISLATURE OF ALABAMA.

Whereas, the construction of a railroad across the continent of America, from Lake Michigan to the Pacific Ocean, would make the United States the great commercial highway between Europe and the populous and wealthy empires of Asia—would facilitate our intercourse with those nations—would make us carriers of the world's commerce, and incalculably increase our naval power—would connect and bind Oregon and the Pacific coast to us, and consolidate our union—would enhance the value of our cotton by multiplying consumers, in a region beyond its production, and would give a fresh impulse to agricultural, manufacturing, and commercial interests generally; and whereas, this great enterprise, in the plan originated by Mr. Asa Whitney of New York, seems not impracticable; and whereas, the splendid anticipations associated with the probable results would seem to justify the most zealous in encouraging an experiment that at worst can bring no considerable public detriment; therefore—

1. *Be it resolved, by the Senate and House of Representatives of the State of Alabama, in General Assembly convened*, That we approve of Mr. Whitney's plan of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation of the public lands on its line, connecting the sale and settlement of the lands with the

building of the road, and in the end paying to the government sixteen cents per acre for all the lands set apart for this work, making it an individual enterprise, but under the control of Congress for regulating and fixing the tolls of said road, only adequate to its management and repairs, and reserving the right to any of the States, with the assent of the intermediate States, to connect with the same.

2. *Resolved, further*, That the immediate prosecution of this enterprise be recommended to the favorable consideration of our Senators and Representatives in Congress.

3. *Resolved*, That His Excellency the Governor be requested to transmit to our Senators and Representatives in Congress, and to the Executives of the several States, copies of these resolutions.

JOHN A. WINSTON,
President of the Senate.
L. P. WALKER,
Speaker of the House of Representatives.

STATE OF ALABAMA, DEPARTMENT OF STATE,
Montgomery, February 9th, 1848.

I, William Garrett, Secretary of State, do hereby certify the foregoing to be a true copy of a preamble and resolutions passed by the General Assembly of said State, as appears from the original now on file in my office.

W. GARRETT, *Sec'y of State.*

[A large majority in the House, and but 3 nays in the Senate.]

No. 14.

RESOLUTIONS PASSED BY THE LEGISLATURE OF MARYLAND.

BY THE HOUSE OF DELEGATES, *January 28, 1848.*

Whereas, the construction of a railroad across the continent of North America, would make the United States the great highway between Europe and the populous and wealthy empires of Asia—would greatly facilitate our own intercourse with those regions—would tend to consolidate our union—would connect and bind Oregon and the Pacific Coast to us, and would give a fresh impulse to our great agricultural, manufacturing, and commercial interests; *and whereas*, this stupendous work can be accomplished, and the public lands constitute a fund appropriate for defraying the expenses of such an undertaking, as a small part of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney of New York, in its great outlines, is in our opinion feasible for the accomplishment of this great undertaking, which should be commenced as soon as practicable; therefore—

Resolved, by the General Assembly of Maryland, That we approve of Mr. Whitney's plan, as explained by himself to us, of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation of the public lands on its line, connecting the sale and settlement of the lands with the building of the road, making it an individual enterprise, still under the control of Congress.

Resolved, That we recommend this measure to the favorable consideration of our Senators and Representatives in Congress.

Resolved, That His Excellency the Governor be, and is hereby requested to transmit a copy of these resolutions to the Executive of each State in the Union, and a like copy to the Senators and Members of the House of Representatives from this State in Congress.

By order,

GEO. G. BREWER, *Clerk.*

True Copy—Test,

RICH'D. W. GILL, *Clerk,*
Court of Appeals, W. S.

[Vote unanimous.]

No. 15.

RESOLUTIONS PASSED BY THE LEGISLATURE OF NEW JERS

Whereas, the construction of a railroad across the continent of North Ame
make the United States the great highway between Europe and the po
wealthy empires of Asia—would greatly facilitate our own intercourse wit
place—would connect and bind Oregon and the Pacific Coast to us, and wo
fresh impetus to our great agricultural, manufacturing, and commercial inte
whereas, this stupendous work can be accomplished by the public lands bein
ted a fund for defraying its expense, a small part of these only being requ
nish the means, and the value of the remainder greatly enhanced thereby; a
the plan of Mr. Asa Whitney of New York, in its outlines, is, in our opinio
practicable scheme for the accomplishment of this great undertaking, which
commenced as soon as practicable; therefore—

Resolved, by the Senate, (the House of Assembly concurring,) That the Leg
New Jersey approve of Mr. Whitney's plan, as explained by himself to the
structing a railroad from Lake Michigan to the Pacific Ocean, from an appro
the public lands on its line, connecting the sale and settlement of the land
building of the road, making it an individual enterprise, still under the contr
gress; and we earnestly recommend its adoption, and the measure to the
favorable consideration and action of Congress.

1. *Resolved*, That the Senators and Representatives of this State in Congr
they are hereby requested to give this measure their prompt attention and

2. *Resolved*, That His Excellency the Governor be, and he is hereby re
transmit a copy of these resolutions to the Senators and Representatives of
in the Congress of the United States.

Passed February 8, 1848.

STATE OF NEW

I, Charles G. McChesney, Secretary of State of the State of New Jersey,
certify, that the foregoing is a true copy of concurrent resolutions, passed b
islature of this State, February 8, 1848, as taken from, and compared with t
now on file in my office.

In testimony whereof, I have hereunto set my hand, and affixed my offic
Trenton, in said State, this twenty-ninth day of February, A. D. one thous
hundred and forty-eight.

CHARLES G. McCHESNEY, *Sec'y*

[Vote unanimous—both Houses.]

No. 16.

PREAMBLE AND RESOLUTIONS RELATIVE TO ASA WHITNEY'S PLA RAILROAD TO THE PACIFIC.

Whereas, the construction of a railroad across the continent of North Ame
make the United States the great highway between Europe and the pop
wealthy empires of Asia—would greatly facilitate our intercourse with the
—would consolidate the interests of our union—would connect and bind O
the Pacific Coast to us, and would give a fresh impetus to our great ag
manufacturing, and commercial interests; and whereas, this stupendous work
complished by an appropriation and sale of the public lands, which constitu
applicable for defraying the expenses of the undertaking, as a small part
would furnish the means, and the value of the remainder would be greatly
thereby; and whereas, the plan of Mr. Asa Whitney of New York, in its gen
is, in our opinion, the only practicable scheme for the accomplishment of this
dertaking, which should be commenced without delay; therefore—

Be it resolved, by the General Assembly of the State of Ohio, That we a
Mr. Whitney's plan, as explained by himself to us, of constructing a railroad f
Michigan to the Pacific Ocean, from an appropriation and sale of the public l
line, connecting the sale and settlement of the land with the building of the r
ing it an individual enterprise, still under the control of Congress, and we ea
commend its adoption and the measure to the early and favorable consider
action of Congress.

Be it resolved, That our Senators and Representatives in Congress be, and they are hereby requested to give this measure their prompt attention and support.

Be it resolved, That His Excellency the Governor be, and he is hereby requested to transmit a copy of these resolutions to the Executives of each of the States in the Union, and a like copy to the Senators and Members of the House of Representatives from this State in the Congress of the United States.

JOSEPH H. HAWKINS,
Speaker of the House of Representatives.
CHARLES B. GODDARD.
Speaker of the Senate.

February 18, 1840.

[House unanimous—8 majority in the Senate.]

No. 17.

RESOLUTIONS BY THE LEGISLATURE OF KENTUCKY.

[Passed by unanimous vote—no copy.]

No. 18.

RESOLUTIONS PASSED BY THE LEGISLATURE OF PENNSYLVANIA, MARCH 2 AND 3, 1848.

Mr. Johnston, of Armstrong, offered the following joint resolution relative to Asa Whitney's plan for a railroad to the Pacific:—

Whereas, the construction of a railroad across the continent of North America, would make the United States the great highway between Europe and the populous and wealthy empires of Asia—would greatly facilitate our own intercourse with those regions—would consolidate the interest of our union—would connect Oregon and the Pacific Coast with the Atlantic, and would give a fresh impetus to our great agricultural, manufacturing, and commercial interests; *and whereas*, this stupendous work can be accomplished by an appropriation and sale of the public lands, which would constitute a fund applicable for defraying the expenses of the undertaking, as a small part of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney, of New York, in its outlines, is, in our opinion, the only practicable scheme for the accomplishment of this great undertaking, which should be commenced without delay; therefore—

SEC. 1. *Be it resolved by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met*, That we approve of Mr. Whitney's plan of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation and sale of the public lands on its line, connecting the sale and settlement of the lands with the building of the road, making it an individual enterprise, still under the control of Congress; and we earnestly recommend the measure and the adoption of his plan to the early and favorable consideration and action of Congress.

SEC. 2. *Be it resolved*, That our Senators and Representatives in Congress be, and they are hereby requested to give this measure their prompt attention and support.

SEC. 3. *Be it resolved*, That the Governor be, and he is hereby requested to transmit a copy of these resolutions to our Senators and Members of the House of Representatives in the Congress of the United States.

[Only 1 nay in the Senate, and but 14 in the House.]

No. 19.

RESOLUTIONS BY THE LEGISLATURE OF MICHIGAN.

[By unanimous vote—no copy.]

No. 20.

RESOLUTIONS BY THE LEGISLATURE OF NORTH CAROL

[Passed the House by a very large majority—no copy.]

No. 21.

RESOLUTIONS PASSED BY THE LEGISLATURE OF PENNSYLVANIA
1849.

Mr. King, on leave, read in place joint resolutions relative to Mr. A
plan of constructing a railroad from Lake Michigan to the Pacific Ocean

On motion of Mr. King, the said resolutions were taken up, and read
third time and passed unanimously. They are as follows:—

Whereas, the construction of a railroad directly across the continent
Ocean, has become of paramount importance, as the only means of conn
our vast and valuable possessions on that coast, now so remote, and con
difficult, expensive, and dangerous, that without the means of rapid in
tion which a railroad only can produce, it is greatly to be feared that
must take place, and they form a separate independent nation, and a
securing to us forever the vast commerce of all Asia.

And whereas, the plan of Mr. Asa Whitney, of New York, for the cons
great highway, is, in our opinion, the only practicable scheme for the a
of this stupendous enterprise, the only plan which would not involve
sectional, and other questions and difficulties sure to impede, check, an
the progress of the work. And, as it is deeply to be regretted that Co
find time to act upon this subject, so fraught with interest to the whole
and the more to be regretted because the lands on the first parts of the
only timber and other facilities for the settlement of the almost entire li
is fast being taken up by settlers, and it is feared will soon defeat the g
ever; therefore—

*Resolved by the Senate and House of Representatives of the Commonw
sylvania, in General Assembly met*, That we cordially approve of Mr. W
for the construction of a railroad from Lake Michigan, or the Mississipp
Pacific Ocean, and earnestly recommend its immediate adoption by Con

Resolved, That Mr. Whitney is entitled to the approbation and contin
this Legislature, for his energy and perseverance for the accomplishmen
est of works; and it is our hope that his efforts will be continued to
success.

Resolved, That our Senators and Representatives in Congress be, and
by requested to give this measure their prompt co-operation and suppo

Resolved, That the Governor be, and he is hereby requested to tran
these resolutions to our Senators and Members of the House of Represe
Congress of the United States.

RESOLUTIONS BY PUBLIC MEETINGS, ETC.

No. 22.

RESOLUTIONS PASSED AT A CONVENTION HELD AT BENTON, MI
NOVEMBER 8, 1845.

Resolved, That it is the opinion of this meeting that, as Mr. Whitne
construct a railroad from the Lakes to the Pacific, provided Congress wi
grant of wild and otherwise useless land on the route, which lands ar
Congress if the road is not completed, in view of the immense benefit
only to the West and South, but the whole Union, and, we may add, ev
world, it is our opinion the Convention should urge upon Congress the
making said grant at their ensuing session.

No. 23.

PUBLIC MEETING AT JEFFERSON, INDIANA.

At a meeting of the citizens of Jeffersonville, held Dec. 22, 1845, in the Baptist Church, on motion, Wm. C. Cross, Esq., was elected President; Alexander Christian, Esq., and Capt. A. Miller, Vice-Presidents; and Jno. Mitchell, Esq., and Capt. Daniel Trotter, Secretaries. Upon motion of Dr. A. Evans, the following preamble and resolutions, after considerable discussion, were adopted by a large majority:—

Whereas, In a memorial submitted to the last Congress, on the 28th January, 1845, Mr. Asa Whitney, of the State of New York, proposes to construct a railroad from Lake Michigan to the Pacific Ocean, out of the proceeds of the sales of the public domain, thirty miles on each side of the route of the road which, when completed, will have settled the unoccupied lands of the North-west, and those of the Oregon Territory; will facilitate and greatly increase our commerce with the Pacific coast, of Mexico, and South America, with all the islands of the Pacific—with Japan, China, Manilla, Australia, and all India; will afford our government, on the State roads which will be made to connect with it, and on the rivers which it will cross, the means of transporting troops, in a period of a few days, from one part of the nation to any other the most distant; will make Europe tributary to us for her great East India commerce; will strengthen the bonds of our Federal Union, link together the East and the West, and, by connecting roads, the North and South, and harmonize all our interests; will assist in the dissemination of the great truths of Liberty and Christianity; and will promote, more than any other means, the missionary cause amongst a heathen population of 600,000,000 of souls; therefore be it

Resolved, That this meeting recommend the Hon. Thomas I. Henley, Representative in Congress of this district, to give this subject his careful consideration, and render it his support when Congress shall act upon it.

Resolved, That this meeting request each of the other Representatives in Congress, of the State of Indiana, to give his attention and support to this great national subject.

Resolved, That a copy of the proceedings of this meeting, signed by its officers, be transmitted to each of the Senators and Representatives in Congress of the State of Indiana.

WILLIAM CROSS, *President.*
ALEX. CHRISTIAN, } *Vice-Presidents.*
A. MILLER, }

DANIEL TROTTER, } *Secretaries.*
JNO. MITCHELL, }

No. 24.

THE GREAT PACIFIC RAILROAD.

Last evening there was a very large and respectable meeting of our citizens at the rooms of the Board of Trade, which was specially convened for the purpose of hearing an explanation from Asa Whitney, Esq., of his project to connect the Atlantic and Pacific Oceans by a railroad. Mr. Whitney's remarks were listened to with marked attention, and we feel certain that he convinced those present that his scheme is both plausible and practicable. Judge Shaler eloquently addressed the meeting at considerable length in favor of the railroad, and was followed by the Hon. Walter Forward, who also spoke in favor of the work in his usual forcible and felicitous style. A number of persons present made remarks, and propounded questions to Mr. Whitney, which were readily and satisfactorily answered. It will be seen that a committee was appointed to prepare a memorial, to be signed by our citizens, urging Congress to take action on the subject at the approaching session of that body. We trust that an expression of public sentiment will go forth from Pittsburgh, which will show to the world that our citizens take a deep interest in this magnificent railroad, which was appropriately denominated by Mr. Forward "*the seventh wonder of the world.*"

SPECIAL MEETING OF THE BOARD OF TRADE.

Tuesday evening, October 20, 1846.

(Extract from the Minutes.)

The Board was organized by the President, Mr. Thomas Bakewell, who introduced Mr. Asa Whitney, of New York, the proprietor of a continuous railroad, to connect the Atlantic with the Pacific Ocean.

Mr. Whitney then addressed the Board, and presented fully hi
feasibility, and asked the co-operation of the citizens of Pittsburgh
petitioning Congress for the passage of a law to carry out his proje

Mr. Bigham addressed the Board, and offered the following re
adopted:—

Resolved, That a committee of five be appointed to prepare a re
to Congress, on the project of Mr. Asa Whitney, to connect the Atla
by a continuous railroad.

The following named gentlemen were appointed that committee,

Hon. Harmer Denny, Hon. Chas. Shaler, T. J. Bigham, Esq., Wm.
Wilson McCandless, Esq.

Hon. Chas. Shaler addressed the Board at some length, and m
resolution, which was unanimously adopted:—

Resolved, That, as citizens of Pittsburgh, we feel a great intere
Mr. Whitney's project, and do recommend to Congress a favorable
on the subject.

Hon. Walter Forward, being called upon, addressed the Board, a
cated the magnificent scheme of Mr. Whitney.

On motion of John Bigler, Esq., it was

Resolved, That a committee of three be appointed to take s
obtain signatures to the memorial to be prepared to Congress, in a
resolution first adopted.

Messrs. John Bigler, Geo. A. Bayard, and Andrew Wylie, Jr., we

On motion, it was

Resolved, That the proceedings be published in the city papers.

Attest: J. HARPER,
Clerk of the Directors of the

No. 25.

PROCEEDINGS OF A PUBLIC MEETING AT CINCINNATI, OC

Pursuant to call, a large number of citizens convened at Exchang
evening, to take some action with reference to Mr. A. Whitney's s
ing a railroad from Lake Michigan, through the North-western Te
to the Pacific Ocean. James C. Hall, President of the Chamber
the Chair, and W. D. Gallagher acted as Secretary.

After the objects of the meeting had been stated from the Chai
introduced to the assemblage, and proceeded at much length to d
and state the reasons which gave him entire confidence in its prac
listened to with close attention, and evidently succeeded in intere
his project.

At the close of Mr. Whitney's address, on motion of W. R. Mor
was requested to appoint a committee of twenty persons to report
consideration of the meeting. The following gentlemen were appo

Wm. R. Morris, Judge Wright, N. W. Thomas, E. Case, Jr., J. D.
Ewing, Josiah Lawrence, John Brough, John Kilgour, S. H. Goodi
Griffin Taylor, Timothy Walker, Jed. Banks, Charles Stetson, Joh
Carlisle, E. D. Mansfield, A. Harkness, George Graham.

The committee retired, and while they were absent Mr. Whitney
ous questions that were asked him, with many additional facts an
interesting character. After being out about half an hour, the c
and reported the following resolutions, which were adopted unanim

Resolved, That as citizens of Ohio, we feel a deep interest in the
Whitney's project of a railroad from Lake Michigan to the Pacific
earnestly recommend this enterprise to the early attention of Cong

Resolved, That a committee of five be appointed to prepare a m
on this subject.

Resolved, That the officers of the Chamber be instructed to for
and House of Representatives of Congress, copies of the proceedin
and also to forward copies to each of the Senators and Representati
of Ohio.

plan, showing its
and its vicinity in
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olution, which was

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vis :—
J. Totten, Esq., and

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Board of Trade.

r. 13, 1846.

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ritory and Oregon,
of Commerce, took

Mr. Whitney was
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ting all present in

ris, Esq., the Chair
resolutions for the
nted, viz :—
Taylor, James A.
, Samuel Fosdick,
P. Foote, George

responded to vari-
arguments of an
mmittee returned
ously :—
uccess of Mr. Asa
Ocean, and that we
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morial to Congress

ard to the Senate
s of this meeting,
es from the State

After the adoption of the resolutions, Mr. E. Case addressed the meeting in f
of the projected road, expressing without reserve his belief in the feasibility of
enterprise, and indulging in glowing pictures of the future of the great valley of
Mississippi.

The following gentlemen were appointed, pursuant to the tenor of the second
lution, to draft a memorial to Congress upon the subject of Mr. Whitney's scheme

Edward D. Mansfield, John Kilgour, John P. Foote, Eliphalet Case, Jr., Ge
Carlisle.

JAS. C. HALL, *Chairma*

On motion the meeting adjourned.

W. D. Gallagher, *Secretary.*

No. 26.

OREGON RAILROAD MEETING.

Louisville, *Saturday, November 7, 18*

At a meeting of the citizens of Louisville, convened at the Court-House, on We
day evening, the 5th November, 1846, to consider the proposed construction
railroad from Lake Michigan to the Pacific Ocean,

On motion of the Hon. Wm. P. Thomasson, Henry Pirtle, Esq., was called t
Chair, and N. Wolf appointed Secretary.

Mr. Thomasson, after a few appropriate remarks in relation to the importan
the subject which the meeting was called to consider, introduced Asa Whitney,
who in a lucid manner explained the practicability of the scheme and urged the sp
commencement of the work.

The meeting was also addressed by Messrs. Guthrie and Graves, and on moti
Mr. Guthrie the following resolutions were unanimously adopted:—

Resolved, That the proposition of Asa Whitney, Esq., to construct a railroad
Lake Michigan to the Pacific Ocean, is entitled to the enlightened considerati
Congress.

Resolved, That the Atlantic and Pacific Oceans ought to be connected by a rai
communication at the earliest practicable period, and that the public lands are
tional fund, properly applicable to this great national object.

Resolved, That a committee of twelve be appointed to memorialize Congress o
subject, and to procure the signatures of such citizens as favor the project.

The committee appointed by the Chair in pursuance of the third resolution, co
of the following gentlemen:—

James Guthrie, P. Butler, George Page, John Irwin, Wm. J. Graves, C. M. Thr
T. T. Shreve, Thos. Jones, Jacob Walter, Wm. E. Glover, G. W. Anderson, Cha
Coleman.

H. PIRTLE, *Presid*

On motion the meeting adjourned.

N. Wolfe, *Secretary.*

No. 27.

PROCEEDINGS OF A PUBLIC MEETING AT ST. LOUIS, NOV. 17, 1846.

Pacific Railroad Meeting.—A large number of our business men last eve
notwithstanding the inclemency of the weather, assembled at the rotunda o
Court-House to hear Asa Whitney, Esq., explain his grand scheme of a railro
the Pacific.

On motion of Mr. Shreve, Judge Gamble was appointed Chairman of the me
and John S. Robb, Secretary. After Mr. Whitney had concluded, L. V. Bogy,
addressed the meeting upon the importance of such a communication, and move
a committee of five be appointed to draft resolutions expressive of the sense
meeting; whereupon the following gentlemen were appointed by the Chair:—

Messrs. Bogy, Cady, Shreve, Dr. J. W. Hall, and T. Larkin.

The following resolutions were submitted by the chairman of the committe
unanimously passed by the meeting:—

Resolved, That the proposition of Asa Whitney, Esq., to construct a railroad
Lake Michigan to the Pacific Ocean, is entitled to the enlightened consideration o
gress, and of the people of the United States.

Resolved, That the Atlantic and Pacific Oceans ought to be connected by a ra

communication at the earliest practicable period, and that
national fund, properly applicable to this great national obje

Resolved, That a committee of twelve be appointed to me
subject, and to procure signatures for that purpose.

On motion, the following gentlemen were appointed a co
mentioned in the last resolution:—

Messrs. P. G. Camden, Louis V. Bogy, C. C. Cady, Thoma
Henry L. Patterson, William Milburn, John O'Fallon, J. M.
Shreve, and William Carr Lane.

No. 28.

RESOLUTIONS OF A PUBLIC MEETING AT TERRE-HAUTE, I

A large and respectable meeting of the citizens of Vigo
Court-House, in Terre-Haute, on Thursday evening, the 19t
consider the projected construction of a railroad from Lak
Ocean.

On motion of Thos. Dowling, Esq., Col. John Adair was ca
K. Edwards appointed Secretary.

The Chairman, after explaining the object of the meeting,
Esq., who demonstrated the feasibility of the scheme and u
ment.

R. W. Thompson, Esq., then addressed a few remarks to
the following resolutions, which were unanimously adopted:-

Resolved, That, as citizens of Indiana, we feel a deep inte
Asa Whitney's project of a railroad from Lake Michigan
that we earnestly recommend the enterprise to the favorable
Congress.

Resolved, That the Atlantic and Pacific Oceans ought to b
communication at the earliest practicable period, and that
tional fund properly applicable to this great national object,
Mr. Whitney, plain, simple, and feasible.

Resolved, That the officers of this meeting be instructed
and House of Representatives in Congress, copies of the pro
and also to forward copies to each of the Senators and Repre
of Indiana.

Resolved, That the Legislature of this State be requested,
city, to recommend this subject to the favorable action of Co

Resolved, That a committee of five be appointed to draf
on this subject, and to procure signatures thereto.

The committee appointed by the Chair in pursuance of th
of the following gentlemen:—R. W. Thompson, Thos. Dowl
Dodge, and J. H. Henry.

On motion the meeting adjourned. JOH

W. K. Edwards, *Secretary*.

No. 29.

PUBLIC MEETING AT INDIANAPOLI

[Resolutions same as at Terre-Haute.]

No. 30.

PROCEEDINGS OF A PUBLIC MEETING AT DAYTON, O

Oregon Railroad.—A very large number of our citize
evening, at the City Hall, for the purpose of hearing Mr. A.
project of a railroad from Lake Michigan to the Pacific
regularly organized by the appointment of Jonathan Harshma
and Edwin Smith, Vice-Presidents; and Messrs. Collins and

the public lands are a
t.
norialise Congress on this

nmittee for the purpose

s H. Larkin, D. D. Page,
Field, S. F. Nidelet, H. M.

DIANA, NOV. 19, 1846.

county was held at the
of November, 1846, to
Michigan to the Pacific

lled to the Chair, and W.

ntroduced Asa Whitney,
ged its early commence-

the meeting, and offered
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est in the success of Mr.
o the Pacific Ocean, and
and immediate action of

connected by a railroad
ne public lands are a na-
nd the plan proposed by

o forward to the Senate
eedings of this meeting,
entatives from the State

in their legislative capa-
gress.
a memorial to Congress

last resolution, consists
ng, Jas. T. Moffatt, S. G.

N ADAIR, *Chairman.*

s.

IIO, NOV. 26, 1846.

s attended on Tuesday
Whitney explain his great
cean. The meeting was
n, President; H. Gebhart
Macracon, Secretaries.

Mr. Whitney was then introduced to the audience, when he proceeded
the importance of constructing his proposed road, and the bearing it
towards controlling the commerce of the entire world. He represented
States as the centre of all commerce, and showed conclusively that across o
must, in a few years, be conducted the immense trade between Europe
Australia, and the Islands of the Pacific. As his remarks have been p
length in many places, we shall not now follow him further. At the concl
remarks the following resolutions were passed:—

Resolved, That, as citizens of Ohio, we feel a deep interest in the succes
Whitney's project of a railroad from Lake Michigan to the Pacific Ocean,
earnestly recommend the enterprise to the favorable consideration and
action of Congress.

Resolved, That the Atlantic and Pacific Oceans ought to be connected b
communication at the earliest practicable period, and that the public lands a
fund properly applicable to this great national object, and that the plan o
ney is plain, simple, and feasible, and we recommend its immediate adopt

Resolved, That the officers of this meeting be instructed to forward to th
House of Representatives of Congress copies of the proceedings of this m
to forward copies to each of the Senators and Representatives from the S

Resolved, That the Legislature of this State, in its legislative capacity,
to recommend this great subject to the early and favorable action of Con

Resolved, That a committee of three be appointed to prepare a memo
gress on this subject, and to procure signatures thereto.

The Chair appointed John G. Lowe, T. J. S. Smith, and Daniel Back
mittee.

A resolution of thanks to Mr. Whitney, for his able and eloquent addre
unanimously passed, and the meeting separated.

No. 31.

PROCEEDINGS OF A PUBLIC MEETING AT COLUMBUS, OHIO, NOV.

OREGON RAILROAD MEETING.—In pursuance of notice, a meeting of th
Columbus, Ohio, convened in the United States Court-House, Nov. 26th,

On motion of Mr. John Noble, Mr. Samuel Medary was appointed P
Walter Thrall, Secretary.

Mr. Medary, in a few words, stated the object of the meeting, and in
Asa Whitney to the audience.

Mr. W., with the aid of a large map, introduced the subject of maki
from Lake Michigan to the Pacific Ocean in a sensible speech of about o
ing some of the great objects of the road, the feasibility of it, and the i
its being commenced immediately.

After he closed, on motion of Mr. T. Griffith, a committee of three w
to prepare resolutions expressive of the sense of this meeting in relatio
Mr. T. Griffith, Joseph Sullivant, and Dr. R. Thompson were appointed
the following resolutions, which, they said, they found had been adopte
similar meeting, which met their views, and, for want of time to prepar
recommended, and which, by the meeting, were unanimously adopted:—

Resolved, That, as citizens of Ohio, we feel a deep interest in the succe
Whitney's project of a railroad from Lake Michigan to the Pacific Ocean
earnestly recommend the enterprise to the favorable consideration a
action of Congress.

Resolved, That the Atlantic and Pacific Oceans ought to be connected
communication at the earliest practicable period—and that the publi
national fund properly applicable to this great national object—and th
Mr. Whitney is plain, simple, and feasible, and we recommend its immed

Resolved, That the officers of this meeting be instructed to forward
and House of Representatives of Congress, copies of the proceedings of
and also to forward copies to each of the Senators and Representatives
of Ohio.

Resolved, That the Legislature of this State, in its legislative capacity
to recommend this great subject to the early and favorable action of Co

Resolved, That a committee of three be appointe
gress on this subject, and to procure signatures there
The same persons were appointed a committee to
and to procure signatures thereto.
On motion, the proceedings were to be signed, an
quested to publish them, and also to publish the me
Adjourned.
WALTER THRALL, *Secretary*.

No. 32.

PUBLIC MEETING AT WHEELING

[Resolutions same as at Columbus.]

No. 33.

THE RAILROAD TO THE PACIFIC—TOWN MEET

A large and highly respectable meeting was held
ing, for the purpose of adopting measures to aid th
to the Pacific. The meeting was called to order by
ised by the appointment of the following officers:—
President, His Honor, John Swift, Mayor; Vice-
Richard Vaux, David S. Brown, Frederick Stoever,
Wm. M. Meredith, Hon. J. F. Belsterling, A. R. Rals
Grover, Charles B. Trego, and Gen. William Dungan
W. D. Kelley.
Whereas, The geographical position of our coun
Oceans for its boundaries, indicates it as the natural
Europe and the populous nations of the East, and
quent and speedy commercial interchanges with th
of people inhabiting the countries west of the Pac
little intercourse, would rapidly and profitably devel
mineral, and manufacturing resources, the birthrig
whereas, the completion of a railroad from Lake Mic
the carrying of the greater portion of the commerce
prise, and to open to it the markets of Japan, of
India, and of all the islands of the Pacific and Indi
the western coast of Mexico and South America; *an*
lands a fund sufficient for, and appropriate to the co
cent a national work, and the proposition of Asa
construct a railroad from Lake Michigan, through th
tains to the Pacific, for the grant of a strip of land
and cheap, if not the only plan, for the early comple
ocean; therefore—
Resolved, That we cordially approve of the proj
construction of a railroad to the Pacific, and respectf
set apart before the close of the present session, the
for this purpose.
Resolved, That we request the Senators from Pe
gress from the city and county of Philadelphia, to
attention and support.
Resolved, That we respectfully suggest to his Ex
ernor of the Commonwealth, the propriety of calling
to this great national project.
Resolved, That the officers of this meeting be re
proceedings to his Excellency the Governor, and th
gress from this State.
On motion of Dr. John A. Elkinton, duly second
unanimously carried:—
Resolved, That the thanks of this meeting be, and

l to prepare a memorial to Con-
to.
prepare a memorial to Congress,

l the newspapers of the city re-
norial to Congress.
S. MEDARY, *Chairman.*

, VIRGINIA.

NG—PHILADELPHIA, DEC. 24.

t the Chinese Museum, last even-
great enterprise of the railroad
William Bonsall, Esq., and organ-

residents, Col James Page, Hon.
r. G. F. Lehman, Robert Toland,
on, Peter A. Brown, Thomas D.
Secretaries, Hon. W. A. Crabbe,

ry, with the Atlantic and Pacific
route for the commerce between
he creation of a medium of fre-
seven or eight hundred millions
fic, with whom we now have but
p our inexhaustible agricultural,
t of our common country; *and*
igan to the Pacific would secure
of the world to American enter-
the vast empire of China, of all
n Oceans, together with those of
l whereas, we have in our public
struction of so great and benefi-
Whitney, Esq., of New York, to
south pass of the Rocky Moun-
sixty miles wide, offers a feasible
ion of an avenue from ocean to

t of Asa Whitney, Esq., for the
lly petition Congress to grant, or
ands prayed for by Mr. Whitney

nsylvania, and members of Con-
give this measure their earnest

cellency, Francis R. Shunk, Gov-
the attention of the Legislature

quested to transmit copies of the
Senators and members of Con-

ed, the following resolution was

hey are hereby, tendered to Asa

Whitney, Esq., for his bold and comprehensive conception of this
prise, and for the energy and perseverance with which he is advoca
adoption.

No. 34.

EXTRACT FROM THE ANNUAL MESSAGE OF THE GOVERNOR OF

I deem it my duty to call your especial attention to an enterprise
of a great national character, magnificent in its object, and havin
upon the future commerce of Ohio, as well as that of the entire U
of the whole world. Mr. Asa Whitney, a gentleman of intelligenc
ness capacity, and extraordinary energy of character, has suggest
submitted to Congress a proposition for the construction of a Natio
Lake Michigan to the Pacific Ocean, near the mouth of the Colu
projected public improvement would complete a chain of communi
railroad and navigable waters between the Atlantic cities and the
ing the State of Ohio in its course. It would connect together t
our extensive country, make the commerce of the Pacific tribut
States, and open to us an immediate, easy, and direct communicati
other countries of Asia, the Eastern Archipelago and other islan
well as with the countries on the western shores of North Americ
communication across our continent, being on the nearest and mo
furnishing by far the safest, easiest, and most speedy medium of
tween the commercial nations of Europe and the countries of Asia,
by the merchant, the traveller, and the curious from all quarter
would produce results in commercial, moral, and political points of
our limited capacity of conception at this time.

The feasibility of Mr. Whitney's proposition is susceptible of eas
stration. To pronounce it visionary on account of the magnitude o
evince a forgetfulness of the vast achievements of the age, and
benighted prejudice which clouded the prospects of the enterpri
mankind in ages gone by. The work proposed is one that will cos
nothing in case of failure; and it is wholly unobjectionable, even t
in relation to the grant of special privileges by the government.

I, therefore, submit to your consideration the expediency of aid
nificent project of the age, directly connected as it is with the fu
interests of Ohio, by every legitimate influence and authority.

No. 35.

RESOLUTIONS BY THE ATLANTA CONVENTION OF NOV.

Resolved, That this convention has listened with delight to the
highly satisfactory exposition, by Mr. Whitney, of his project for
cific Ocean.

Resolved, That we highly approve of the plan which he has su
impressed with its great importance and practicability, and bid hi
gigantic and patriotic enterprise.

A true extract from the minutes. WILLIAM EZZ

JOSEPH S. FAY, } *Secretaries.*
C. R. HAULEITER, }

No. 36.

LETTER FROM GOVERNOR FLOYD.

RICHMOND,

DEAR SIR:—Your obliging letter of the 15th instant was receiv
this, the very first leisure moment from my numerous engagement
in reply.

I apprehend that at this day there can be no two opinions amo men about the paramount importance of a practical connection, at a proper place, between the Atlantic and Pacific Oceans.

All do see and know that in such an event the entire commerce of the whole world would undergo an immediate and everlasting revolution. The continent of North America, which lies right in the way of ships plying between Europe and India, as well as between the commercial portions of our own country and that region, would, by this means of connection, not only be removed as an obstacle, but rendered in reality a benefit and an advantage; for the railroad would form a communication so much more rapid and safe, that these considerations alone would effect the change. But the great cause would be found in the immense saving of time. The mercantile world regard a week, and even a single day, as of real importance in the transaction of their great interests. How vast, then, would be the gain by an improvement which would save to them not only weeks, but months. Such would be, and such some day will be, the effect produced by the contemplated railroad. How vast, how incalculable, how almost incomprehensible must be the results produced by this stupendous scheme! It will constitute the United States the great toll-gate through which must pass all the commerce of the earth. The current of commerce which now descends the valley of the Mississippi, worth annually $200,000,000, would be crossed by another stream setting from the Indies to the Atlantic Ocean, worth a great deal more.

The commerce of India has, from earliest history, enriched beyond calculation every nation on earth into whose bosom her golden streams have poured. Without adverting to the effects produced by it upon all the nations of antiquity, it is sufficient to look at England, as she stands in her grandeur, her wisdom, and her strength. She owes more of her strength and power to her commerce with the Indies than to all the bayonets and all the broadsides that ever glittered in the sunshine or thundered across the bosom of the deep. This built up her manufactories, and they in turn upheld the hundred interests of the island. She is now to the commerce of the earth what the principle of gravitation is to the material world, that which regulates and upholds all.

The United States now have it in their power to wrest from England the sceptre of the seas. Let the road be constructed, and at once the India fleets of Europe will be as effectually despatched from the bosom of the sea, as have been the caravans which formerly carried across the deserts the rich silks and spices of the East upon their backs.

This, too, will be such a contest for wealth and commercial ascendency as Christian people may engage in without scruple, and a philanthropist witness with delight. No groan of the dying, no wail of the widow or the orphan, shall come up disturbing the victor in his hour of triumph.

The manner in which you propose to construct the road, if I understand it properly, is free from the objections urged by the State-rights men against internal improvement by the general government. You propose to build the road by the sale of lands at an enhanced price, which you have previously bought from the United States at a reduced sum, expressly for this specific purpose, and no other. You propose to build the road all of its entire length upon your own land thus acquired.

It is contemplated to build the road, if it starts at one point, entirely through the "territories" of the United States. I see in this no objection to it; and, indeed, I would carry out this great object, although I had to run very near indeed to the cherished doctrines we in Virginia hold so dear.

As to the practicability of the scheme, I do not doubt it, if the means provided by the tract of country set apart for it be sufficient—and I incline strongly to the belief that they are.

A very strong consideration with me in favor of this communication above all others is, that it will be the means of settling all the lands capable of sustaining a population between the banks of the Mississippi and the shores of the Pacific, anywhere near to the line of the road. This is an object of the greatest national importance; for unless there be this certain, safe, and rapid means of intercommunication between the valley of the Mississippi and the country beyond the Rocky Mountains, through our own territory, there will be continued dangers of a dismemberment of our empire, by the secession of that remote and inaccessible region. Its wealth in gold and other commercial advantages will hasten the catastrophe. This will be obviated by the chain of population which will stretch across from Missouri to California, and the frequent and continual intercourse which the railroad will command.

Lying, as it is proposed, from Lake Michigan across through by the South Pass, this railroad will bring the trade from the Pacific to different points on its line more accessible to all the Atlantic cities of the United States than any other route whatever, and crossing the valley of the Mississippi towards the sources of its waters, the entire West would, along down each successive stream, necessarily crossed by this commercial tide setting towards the Atlantic, receive its share, to be deposited like their rich alluvium throughout their entire length. New Orleans, Charleston, Norfolk, Baltimore, Philadelphia, New York, and Boston, would each have its railroad connection with the great common track, and what fancy can even approximate the startling results to be produced by this communication?

In a political point of view, too, it would be of incalculable value. I have shown how it would secure to us our Pacific possessions. The continual intercourse which the net-work of railroads produced thereby would cause among the entire population of the Atlantic States, the juxtaposition thus given to the North and South, would strengthen their attachment for each other, and give, consequently, additional guaranties for the perpetuity of our blessed Union. That Union could not be dissolved which was cemented by the affections of the people, and bound together in every direction by these sinews of iron.

I have thrown together these very hasty, and I fear incoherent views, having time only to glance at some of the points most obvious and striking in the contemplation of this great scheme.

I hope, sir, you may live to see the consummation of your plan, and to reap the honors and rewards which in that event you will so richly deserve.

With the highest sentiments of respect, I am, sir, your most obedient servant,

JOHN B. FLOYD.

MR. A. WHITNEY.

No. 37.

PROCEEDINGS OF A PUBLIC MEETING IN PHILADELPHIA, MARCH 31, 1849.

PACIFIC RAILROAD MEETING.—There was quite a large meeting of the friends of Mr. Whitney's plan for a railroad from the Mississippi to the Pacific, held last evening at the County Court-House, which was organized by calling Mayor Swift to the chair, and appointing Frederick Stoever, A. G. Ralston, and John F. Belsterling, Vice-Presidents, and Col. James Page, Secretary. Mayor Swift, on taking the chair, stated the object of the meeting in very clear and explicit terms, dwelling at some length upon its importance, and Mr. Whitney's laudable exertions in the matter. In concluding, he introduced Mr. Whitney to the meeting, who proceeded to detail his plans and projects, combatting at the same time, the numerous objections which had been raised to the measure, and showing its entire practicability and the immense advantage which would result to the country from its completion. He was listened to with much interest, and when he had concluded, a preamble and series of resolutions were offered by Wm. D. Kelley, Esq., recognizing the importance of the work, approving Mr. Whitney's plan, and urging upon Congress the adoption of measures to carry it as speedily as possible into execution. The resolutions elicited an animated discussion, Judge Kelley and Solomon W. Roberts, Esq., advocating, and George Lippard, Esq. and others opposing them, when finally they were postponed for the present. The Court-House was crowded, and much interest manifested in the object of the meeting.

An adjourned meeting was called at the Saloon of the Chinese Museum for Tuesday, 2d April, when the bill was read and the whole subject discussed. Several who had opposed at the first meeting, who styled themselves land reformers, changed their views and supported the resolutions, which passed by a large vote.

No. 38.

WASHINGTON CITY, *March 2d*, 1849.

A. WHITNEY, ESQ.—DEAR SIR: We have heard, with deep regret, that it is your intention not to pursue further your great project for the construction of a railroad to connect with the Atlantic and Pacific Oceans, on account of the rapid settlement of the country, and thereby the loss of available means, as well as material, timber, &c., and necessary facilities, not only for the construction of the road, but also for the settlement of an immense distance of country.

We are aware of the many difficulties you have already encountered in bringing this great subject before the people and Congress; and are pleased to know that public demonstrations from all sections of the country, as well as the decided action of two-thirds of all the State Legislatures, have conclusively shown the popularity of this measure, and we regret most sincerely that the short session, with a press of other business, has prevented action, by Congress, on this subject, so fraught with interest to the whole United States.

We find, whenever examined, it is at once admitted that yours is the only plan by which we can hope to see this great work accomplished, perhaps for ages to come, if ever, and without which it appears certain that our possessions on the Pacific must form a separate nation.

Your plan, if carried out, (and the risk of success you take upon yourself,) would give to the nation a great highway for all the world, we may say without cost, because the sum which you propose to pay for the lands is beyond their present value, and beyond what the government can expect to receive for them in any other manner; and would give to the nation the almost free use of the road forever after.

The low tolls proposed, would enable the produce of the great valleys of the Mississippi to find its way to all the markets of Asia, which in a very few years would more than compensate for all the lands.

We cannot imagine what better or more could be desired, or how any one could object to it; but should any evils, which we cannot now see, appear hereafter, Congress would hold the power, at all times, to check and remedy them.

We are aware of the great difficulties and toils which you must expect to encounter, if you persevere and accomplish this greatest of works; and we are also aware that you have already done all that the nation has any right to expect; still we hope you will review the subject, and if you find it possible to carry out the work, provided the bill can be passed, early, at the next session of Congress, that you will not abandon it until after that time. Most respectfully, your obedient servants,

J. C. WRIGHT, *Ohio.*
JAMES TAYLOR, *Newport, Kentucky.*
E. S. HAINES, *Cincinnati, Ohio.*
LEWIS S. CORYELL, *New Hope, Pennsylvania.*
JAMES DUNCAN, *Massillon, Ohio.*
WM. PETERSON, *Wheeling, Virginia.*
J. S. SHRIVER, " "
J. E. WHARTON, " "
J. W. GILL, " "
JOSEPH L. WILLIAMS, *Knoxville, Tennessee.*
JACOB P. CHASE, *Charleston, South Carolina.*
Z. PRATT, *Prattsville, New York.*

No. 39.

EXTRACTS FROM CAPT. WILKES' WESTERN AMERICA ON ROUTES OF COMMUNICATION.

AFTER the view thus taken of California and Oregon, we are prepared to speak advisedly of the routes which are to connect and bind these two portions with the eastern part of the United States, and with each other. Were this the only object in constructing a communication across the continent, it would even then claim the respect as well as consideration of the statesman; but, linked as it is with the project of revolutionizing the commerce of the world, it demands the attention of every one; many may regard this, at first, as somewhat chimerical; but as the mind becomes familiar with this vast undertaking, it readily leaps over all impediments, and, by a careful examination, concludes that it is possible; and what is possible, we believe can be accomplished by Americans.

All and every communication that can be opened for commercial intercourse should be advocated; and no act of Congress could promote the welfare and prosperity of our country so much as encouraging intercommunications between the shores of the two great oceans which now wash our territories. The benefits which arise in a moral, political, and commercial point of view are immense; it is an undertaking well worthy of our country; and one the more it is reflected upon the more we become satisfied of its practicability and results.

Many routes have been proposed; some in view of sectional, others to subserve private interests; and others, again, have been spoken of in connection with political views; but the magnitude and results of such works are beyond all these; sectional influences change annually, nay monthly; private interests fade away; and the expenditure is too vast, and the profits too far deferred, to suit politicians. The work is of such magnitude, that it requires the voice of the nation to impel it onwards, and determine that it must be done; what greater work could or can be undertaken by a nation than "bridging the continent?" When all the results to which it must lead are considered, it far exceeds any enterprise, either ancient or modern. * * * * *

The discovery of gold in California has turned the public attention, as well as that of Congress, more particularly to the routes over the Isthmus of Panama and Tehuantepec.

As I said before, I am in favor of all routes; but my examinations of the country have satisfied me that some of these are impracticable, obstacles being interposed by nature which even the energies of a great nation cannot overcome. It will now be my object to show which of the following are practicable and which are not.

1st. The northern route, with a terminus at Lake Michigan, or some point on the Mississippi.

2d. From some point on the Missouri.

3d. From St. Louis, by way of the Gila.

4th. From New Orleans, across Texas.

5th. By Tehuantepec, through a ship canal, or railroad.

6th. Over the Isthmus of Panama.

We shall speak of these in the reverse order.

Steam can be used only for the transportation of passengers to China by the way of Panama; the rates for freight would preclude the transmission of merchandise. The distances on the Atlantic side are not beyond those wherein steam can be used, but on the Pacific, depots for coal would become necessary at either the Sandwich or Bonin Islands, the distance being over 9,000 miles, which would require, including stopping places, some forty days as the shortest time; the quantity of fuel to be used, the costs at the depots, &c., would probably increase the expenses so much as to render the undertaking unprofitable. The route across the Pacific from Panama offers many difficulties to sailing vessels, in the prevailing winds, calms, &c.; Panama is, indeed, one of the worst ports on the western coast to arrive at or depart from; the seasons there are divided into the fine and the rainy; the former, or what is called summer, though in north latitude, is from December to May, and only during this period is it advisable to approach this coast. In the rainy or winter season, from June to November, every part of it is liable to hard gales, tornadoes, or heavy squalls, succeeded by calms and deluges of rain, and the most dangerous lightning. Sickness begins at Panama as early as March, and continues until December; and with the exception of the fine season, the whole coast in its vicinity may be described as dangerous, and on every account to be avoided. From December to May, the prevailing winds are from the north and north-west, the remainder of the year they blow from the north-east, south-east, and the west; but are at all times uncertain, and calms frequently prevail; vessels may be detained on their passage, from these causes, so long as to make this route of greater length than that now followed by the China trade.

As a means of communicating with the western coast of South America by the agency of steam, too much value cannot be laid upon the proposed railroad across the Isthmus. The obstacles and difficulties presented by the harbors and rivers on both the Atlantic and Pacific sides have long been known both to the English and French admiralties, and equally applies to both of these routes. There is another view of great force in a political light. The whole of the capital for construction will be drawn out of our own country, and we will be building up, by making these expenditures, commercial depots to rival our own cities, and remove the channels of trade from us altogether, to the prejudice of our own country and its citizens. For ten years it may be advisable to use one of these routes, or un-

til such time as the routes through our own territory can be completed an
eration; but it can never satisfy the wants of the nations, or preserve those
tages we should look forward to obtain.

Next in order is the southern route by railway across the country, by
the Gila. The reconnaissance of the country through which this would p
been fully made known to us by Colonel Emory, and his report shows
would be nearly impossible for this purpose. The altitude of the mountai
itself sufficient to decide the question; but if we grant that this can be ove
the sterile country through which it would run brings conviction to the mi
if it is not impossible it is certainly unadvisable. It can never become an i
ed country, therefore one great object in the construction of a railroad wo
lost. Again, if this last fact were not the case, the proposed terminus on
cific at the port of San Diego would never accommodate the trade, and
two-thirds of the ships would not be able to enter. The port is inadequ
the commerce that such an intercourse would bring about; and the c
around can never furnish the necessary supplies. The proposition for term
it at San Francisco is equally objectionable, and amounts to an impossibi
account of the high mountain ranges which surround it.

Whether this road is to start from St. Louis or Texas is immaterial.
same route by the Gila is to be followed; and of course the same objection
to both.

From the thirty-third to the forty-second parallel, there is no route by
the mountains can be avoided, and the great arid plains would also presen
perable obstacles. There are three ranges of high mountains traversing fron
to south three parallels; the Annhuac, Wahsatch, and Californian, all equa
passible; and the last, in particular, shuts out all communication with the "
rado" and its port.

We now come to the last or most northern route. Nature here invites
terprise. The distance is the shortest; it has few if any difficulties to ove
the lands it would pass through are some of the best in the western countr
the greater part of the whole distance can become densely populated, and
out an entirely new country, towards which our own population and th
grants are even now wending their way in tens of thousands, seeking
home from the troubles of the old world.

The northern route contemplated has a delightful climate, suitable for t
development of the human frame, and all the accompaniments of civilizati
has been found by examination to be practicable throughout the whole d
and at its western terminus there are excellent ports. All the great barri
other routes are on this line either modified into gentle hills or rent asund
the way is thus made clear for the undertaking. The construction of th
across the head waters of all the great rivers, touching the limits of their
tion, will at once satisfy any one of the advantages to be derived from it,
to the inland commerce by transporting the products brought on this "iron
from the remotest ports of the globe to all the cities, towns, and landings
vast waters of the Mississippi and its tributaries. At the same time it
connect with all our seaports by the railroads that are now constructing to
its northern and eastern terminus, while it would also be the means of fur
the whole extent of our Atlantic coast, including even Canada, with all th
sired of the productions of the east, and carrying back in return their merch
in exchange. It must be readily seen that all parts of our extended c
would equally participate in its advantages, and none more so than the So
and Western States, whose railroads and navigable waters would all be so
paths by which the trade that must flow through such a channel would ci
The general government would be equally benefitted, by the increased v
would give to all the public lands on either side of it.

The terminus on Lake Michigan would enable the large supplies requi
the persons employed, as well as the material, to be forwarded with great
my as well as facility of transportation, and secure the necessary timber f
construction of the road. The country for the first 800 miles is admirably

ed for the purpose, offering no impediments whatever; and after this distance such a route will offer as to place the whole country on the eastern slope of the Rocky Mountains subservient to its use and support,—a portion of the country, from the accounts of those who have visited it, surpassed by none in fruitfulness or climate. The passage through the mountains is known to be without difficulty, and the course to the point of its destination almost a direct line until the lower waters of the Columbia are reached, when a short divergence brings it to a terminus on the waters of Puget's Sound,—as I before remarked, one of the most noble estuaries in the world; without a danger of any kind to impede navigation, with a surrounding country capable of affording all kinds of supplies, harbors without obstructions at any season of the year, and a climate unsurpassed in salubrity.

In looking beyond this continent, we find equal advantages existing in the communication with China and the eastern islands, not only by steam but by sailing vessels, the winds being favorable both ways. The passage to China would be made with the assistance of the *trades*, and the return voyage by the aid of the *variables* in higher latitudes. No country is so well situated to communicate with all parts of the Pacific Ocean as Oregon, and for advantages it is equal to any, whether considered under the head of agriculture, commerce, or manufactures. Oregon holds that position with regard to the Pacific and its islands which must ever make it a ruler of its commerce; and when once a direct communication with it has been opened from the eastern side of the continent, it must receive the aid, both in capital and emigration, to rise quickly into importance, and its weight to be felt throughout that ocean.

No one can entertain any doubt but that the road can be built. The number of miles of railroad that have been constructed within the United States in the last fifteen years is nearly 6,000, on which have been expended upwards of $70,000,000. This alone would satisfy any one, and shows conclusively that the task is by no means difficult, and, with the experience we now have in their construction, one of easy accomplishment. The lands to be granted furnish the capital, and therefore there need be no delay or unnecessary expenditure of time to secure a direct intercourse with the extreme western portion of the United States.

Look but at the advantages to our country. The benefits to be derived from it would be equally shared by all parts of it. The commercial community would be benefitted, by changing the current of the trade from the East Indies through our territory; our manufacturers, by having a speedy and safe transit for their wares; our agriculturists, by the interchange of their products, and receiving their supplies unincumbered with the amount of high freights they now pay; and from the facility and celerity of the intercourse, they would obtain articles of which they are now deprived by their distance from any seaboard. This alone would create an internal commerce that would be of great advantage to all parts of our extended country, and cause an interchange of feelings and associations that would be highly beneficial in promoting intercourse and good will. The expense attending the lengthened cruises of our whalers would be materially lessened, and our supplies in the articles furnished by them would be drawn from the western coast; as this must become the point from which the fishery will be carried on, and where it can be done so much more effectually and economically.

* * * * *

The route from the Missouri by the Platte or Kansas through the South Pass is too sectional, and would pass through a country throughout nearly its whole extent uninhabitable. It would be below the head waters of all the rivers, where there could be no bridging of the rivers, and the public lands could not suffice to build the road, neither would any portion of them be at all benefitted by it; and the whole northern section of our country be deprived of any advantages to result from its construction, which would be almost equally the case with our South Atlantic States.

The northern route pointed out by Mr. Whitney, by whose energy and perseverance this great scheme has been brought before the country, has been well selected, and every consideration duly weighed relative to its practicability. The plan he proposes, and which by untiring assiduity he has presented to various Legislatures of the States, has received the approbation of two-third have requested their delegations to vote for it. Various objec raised to his proposition, but most of them are of little or no for undertaking of the magnitude of this, it is to be expected that op met with.

The question seems simply to be, Can the cost of the work the sale of the lands? Many well-informed and prudent persons can, and numerous men of capital and enterprise are willing to en dertaking.

The government, by the bill reported in Congress, is fully pro way against loss or damage; so much so, that if Mr. Whitney o should fail to carry on the work, or not comply with the terms grant it can be called, where valuable consideration is given in re tion which has been completed would be forfeited to the governm

The Committee, in their bill, provide that the government s cents an acre for the land, much beyond what it has cost the cou tinguishment of the Indian titles. The benefits to accrue to the labors of the enterprising gentlemen who will embark in this w pears to me, be ample remuneration for the lands, and entitle t can earn, if the road is completed: the advantage to the govern creased value of the lands that would be brought under sale, wi an equivalent for those that are to be devoted to the construction

The route to be passed over is peculiarly well adapted for the railroad; there are but few rivers to bridge, and those that will re the facilities needed. The distances and arguments in favor of been so fully stated in Mr. Whitney's memorial to Congress, an reports of the committees of that body, that it is needless to repe

It has been suggested that this work ought to be undertaken ment itself. Private enterprise, in celerity, far exceeds any opera ernment, and is much more economical and effective: if the gov took it, the sale of the lands would never meet the disbursement would linger on for years; the difficulties to be encountered by priations, the transaction of the business at the seat of governme cautions necessary in the construction of works by government alone retard its completion much beyond the period in which it ished. From the above remarks, I hope it will not be suppos that the talent and energy of the distinguished corps of the arm duties appertain, is called in question; it is the system alone are obliged to construct the public works that causes such delay way for carrying out this work is by private enterprise, under government.

Some may doubt the practicability of transporting merchandise at sufficiently low rates to make them cheap to the consumer; b be done at the present rate of toll is, I think, entirely settled by have had in this country on many of our roads; and it is admitt mum cost of transportation is not yet reached: there, therefore, c that a road which seeks alone to be reimbursed for management whose tolls will be under the control of the nation, will be able cheap, if not cheaper, than any which is expected to pay a divid of transportation of passengers and freight is now well ascertain both can no longer be considered doubtful; it must result in ec so much so that the journey to the shores of the Pacific will be siness and pleasure; and they may be reached in as short a time Gulf of Mexico from our northern cities.